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1967 CENSUS OF TRANSPORTATION

Vol. I



**NATIONAL
TRAVEL
SURVEY**

U.S. DEPARTMENT
OF COMMERCE
Bureau of
the Census



1967 CENSUS OF TRANSPORTATION

U. S. DEPARTMENT OF COMMERCE • Social and Economic Statistics Administration • BUREAU OF THE CENSUS

Issued June 1975

CHANGE NOTICE

1967 National Travel Survey: Volume I (July 1970)

This change notice is issued to correct data originally published in the 1967 National Travel Survey, Volume I, issued in July 1970. All miles and person-miles data are affected.

Published miles data were computed using the geographic coding file PICADAD. This is a computer file which contains a straight-line distance computation method for places with geographic characteristics. In 1973, the PICADAD file used in processing the data for the 1967 National Travel Survey was found to have significant errors. These errors were subsequently corrected.

Generally, mileages were overstated in the 1967 publication. The effect is illustrated in the following table. Note that the only category which decreased in the process of correction was the "1,000 miles or more" category.

	Person-trips (percent)	
	Published	Corrected
Less than 50 miles.....	9.8	10.1
50 to 99 miles.....	20.4	20.7
100 to 199 miles.....	32.8	33.3
200 to 499 miles.....	19.8	20.1
500 to 999 miles.....	6.4	6.5
1,000 miles or more....	6.1	4.6
Outside United States..	4.1	4.1
No answer.....	.6	.6

Another indication of the overstatement is the decrease in total person-miles: As published, 311.8 billion; corrected, 247.7 billion. This difference represents an over-

statement of approximately 25.8 percent of the estimated total person-miles. In the distribution of absolute person-miles according to mode of transportation, the "auto" mode was overstated by about 33 percent. Other modes were relatively unaffected. In the percent distribution of person-miles according to region of origin, there was a shift of 4 percentage points out of the Northeast, which was affected more by the overstatement than were the other regions.

The summary table on the first two pages provides corrections to the "distance (one-way) straight-line mile" distributions in tables 6 through 11 (person-trip and person-night tables) and other estimates of person-miles in summary tables in the 1967 National Travel Survey publication. This table also contains percent distributions for type of transport and purpose of trip for person-trips and person-nights. Note that, for the survey, trips of less than 100 miles are included only when one night or more was spent away from home.

Other tables affected by the error in mileage calculations which have been recomputed with the corrected PICADAD tapes are tables 12, 13, 15, 20, and 24. Corrections are presented in the attached tables numbered as in the earlier publication.

Public Use Tapes have also been corrected and the corrected version is available from the Data User Services Division, Bureau of the Census, Washington, D.C. 20233.

SUMMARY TABLE. TRIPS, PERSON-TRIPS, AND PERSON-NIGHTS—Distributions by Type of Transport, Purpose of Trip, Type of Lodging and by Distance: 1967

A. PERCENT DISTRIBUTION BY TRAVEL CHARACTERISTICS

Travel characteristics	Total	Percent	Less than 50 miles ¹	50 to 99 miles	100 to 199 miles	200 to 499 miles	500 to 999 miles	1,000 miles or more	Outside United States	No answer
TRIPS AND PERSON-TRIPS										
TOTAL TRIPS (THOUSANDS) - - - -	183014.1	(X)	18955.4	35472.9	58999.4	37943.0	13061.1	9883.4	7587.6	1111.5
TOTAL PERSON-TRIPS (THOUSANDS) -	360998.2	(X)	36396.2	74647.1	120289.7	72513.6	23420.8	16714.3	14881.8	2143.2
TOTAL PERCENT - - - - -	100.0	(X)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT										
AUTO- - - - -	86.1	(X)	95.2	95.9	93.5	80.7	62.1	43.4	63.7	96.1
BUS - - - - -	2.6	(X)	2.3	2.6	2.6	3.1	2.3	1.3	3.9	.7
TRAIN - - - - -	1.4	(X)	1.0	.7	1.1	1.6	4.2	4.0	.6	.5
COMMERCIAL AIR- - - - -	8.0	(X)	.1	.1	1.8	12.1	27.7	47.4	22.8	2.6
SHIP AND BOAT - - - - -	.4	(X)	.9	.2	.1	-	-	.1	5.1	-
OTHER - - - - -	1.4	(X)	.3	.4	.9	2.4	3.5	3.8	3.7	-
NO ANSWER - - - - -	.1	(X)	.3	.1	.1	-	.2	-	-	-
PURPOSE OF TRIP										
BUSINESS- - - - -	14.0	(X)	6.2	11.0	14.9	17.7	19.5	21.0	6.9	5.6
ATTEND CONVENTIONS- - - - -	2.2	(X)	.9	1.6	2.2	2.7	3.5	3.9	2.2	.3
VISIT TO FRIENDS AND RELATIVES- -	42.2	(X)	42.5	45.5	42.3	42.7	42.7	40.0	22.9	39.8
OUTDOOR RECREATION- - - - -	17.2	(X)	35.6	24.5	14.8	10.4	7.0	4.7	14.4	42.3
ENTERTAINMENT - - - - -	3.5	(X)	1.3	2.9	4.5	4.2	1.6	2.7	5.2	2.3
SIGHTSEEING - - - - -	7.2	(X)	1.1	2.4	6.5	8.1	11.2	13.8	35.6	.8
OTHER PLEASURE- - - - -	1.9	(X)	1.9	2.0	1.0	1.3	2.3	4.4	8.0	.1
PERSONAL AND FAMILY AFFAIRS - -	11.7	(X)	10.1	10.1	13.6	12.8	12.2	9.4	4.9	8.8
NO ANSWER - - - - -	.1	(X)	.4	.1	.2	.1	.1	-	-	-
PERSON-NIGHTS										
TOTAL PERSON-NIGHTS (THOUSANDS)	1578548.7	(X)	111062.3	199072.4	278763.7	331034.3	233464.8	264234.0	155406.3	5565.2
TOTAL PERCENT - - - - -	100.0	(X)	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT										
AUTO- - - - -	74.7	(X)	92.9	93.9	91.5	81.3	67.4	52.6	40.3	96.1
BUS - - - - -	3.5	(X)	4.0	3.9	3.9	5.0	3.1	1.7	2.2	1.0
TRAIN - - - - -	2.8	(X)	.7	.9	1.8	2.4	5.8	5.3	.6	.3
COMMERCIAL AIR- - - - -	14.9	(X)	.5	.5	1.5	8.8	19.2	34.5	40.8	2.6
SHIP AND BOAT - - - - -	1.0	(X)	1.5	.3	.1	.1	-	.2	7.8	-
OTHER - - - - -	3.2	(X)	.2	.5	1.1	2.4	4.4	5.7	8.4	-
NO ANSWER - - - - -	-	(X)	.2	-	-	-	.1	-	-	-
PURPOSE OF TRIP										
BUSINESS- - - - -	11.2	(X)	5.8	10.2	11.1	13.6	10.1	13.2	9.8	6.1
ATTEND CONVENTIONS- - - - -	1.9	(X)	.7	1.3	2.0	1.9	1.9	2.0	3.5	.4
VISIT TO FRIENDS AND RELATIVES- -	42.0	(X)	31.9	37.4	42.3	47.5	51.2	44.8	24.9	26.3
OUTDOOR RECREATION- - - - -	17.0	(X)	39.2	32.3	23.5	14.7	6.8	4.5	10.7	38.7
ENTERTAINMENT - - - - -	1.9	(X)	1.2	2.2	2.3	2.6	1.1	1.4	2.2	.9
SIGHTSEEING - - - - -	10.0	(X)	1.0	1.8	4.2	7.3	12.0	12.7	35.9	.3
OTHER PLEASURE- - - - -	5.5	(X)	3.6	4.9	2.7	2.2	5.2	13.3	7.3	.1
PERSONAL AND FAMILY AFFAIRS - -	10.2	(X)	14.6	9.8	11.7	10.1	11.6	8.0	5.7	27.2
NO ANSWER - - - - -	.2	(X)	2.1	.1	.2	.1	.1	.1	-	-
TYPE OF LODGING										
COMMERCIAL- - - - -	30.9	(X)	14.5	22.0	27.4	31.9	30.6	39.4	44.9	7.3
FRIENDS AND RELATIVES - - - - -	48.3	(X)	42.3	47.6	52.6	54.3	53.9	45.4	29.8	43.0
OWN CABIN, BOAT, TRAILER, ETC.-	13.5	(X)	32.3	21.7	14.2	6.8	11.3	9.8	12.5	14.5
OTHER - - - - -	6.7	(X)	10.6	8.5	5.4	5.9	4.2	4.4	12.5	35.2
NO ANSWER - - - - -	.6	(X)	.3	.2	.4	1.1	.1	1.0	.3	-

See footnotes at end of table.

SUMMARY TABLE. TRIPS, PERSON-TRIPS, AND PERSON-NIGHTS—Distributions by Type of Transport, Purpose of Trip, Type of Lodging and by Distance: 1967—Continued

B. PERCENT DISTRIBUTION BY DISTANCE

Travel characteristics	Total	Percent	Less than 50 miles ¹	50-99 miles	100-199 miles	200-499 miles	500-999 miles	1,000 miles or more	Outside United States	No answer
TRIPS AND PERSON-TRIPS										
TOTAL TRIPS (THOUSANDS) ¹ - - - -	183014.1	100.0	10.4	19.4	32.2	20.7	7.1	5.4	4.1	.6
TOTAL PERSON-TRIPS (THOUSANDS)-	360998.2	100.0	10.1	20.7	33.3	20.1	6.5	4.6	4.1	.6
TYPE OF TRANSPORT										
AUTO- - - - -	310685.7	100.0	11.2	23.1	36.2	18.8	4.7	2.3	3.1	.7
BUS - - - - -	9443.6	100.0	8.8	20.3	32.5	24.1	5.7	2.3	6.2	.2
TRAIN - - - - -	5154.9	100.0	7.0	10.3	25.6	22.8	19.3	13.0	1.8	.2
COMMERCIAL AIR- - - - -	28883.6	100.0	.1	.3	7.4	30.3	22.4	27.4	11.8	.2
SHIP AND BOAT - - - - -	1357.4	100.0	23.1	12.4	5.0	1.8	-	1.5	56.2	-
OTHER - - - - -	5215.6	100.0	1.9	5.3	21.1	33.1	15.5	12.3	10.7	-
NO ANSWER - - - - -	261.4	100.0	35.7	17.5	28.4	1.4	16.9	-	-	-
PURPOSE OF TRIP										
BUSINESS- - - - -	50397.7	100.0	4.5	16.3	35.5	25.4	9.1	7.0	2.0	.2
ATTEND CONVENTIONS- - - - -	7956.3	100.0	4.1	14.6	33.8	25.0	10.2	8.3	4.0	.1
VISIT TO FRIENDS AND RELATIVES- - - - -	152243.1	100.0	10.1	22.3	33.4	20.4	6.6	4.4	2.2	.6
OUTDOOR RECREATION- - - - -	62086.4	100.0	20.9	29.5	28.7	12.2	2.6	1.3	3.4	1.5
ENTERTAINMENT - - - - -	12721.9	100.0	3.8	16.9	42.7	23.7	3.0	3.5	6.1	.4
SIGHTSEEING - - - - -	26123.1	100.0	1.6	6.9	29.9	22.4	10.1	8.8	20.3	.1
OTHER PLEASURE- - - - -	6876.9	100.0	10.0	21.7	18.3	14.2	7.7	10.8	17.3	-
PERSONAL AND FAMILY AFFAIRS - - - - -	42126.8	100.0	8.7	17.9	38.7	22.0	6.8	3.7	1.7	.4
NO ANSWER - - - - -	474.5	100.0	30.2	12.2	38.1	14.0	3.5	1.7	.2	-
PERSON-NIGHTS										
TOTAL PERSON-NIGHTS (THOUSANDS)	1578548.7	100.0	7.0	12.6	17.7	21.0	14.8	16.7	9.8	.4
TYPE OF TRANSPORT										
AUTO- - - - -	1178419.5	100.0	8.8	15.9	21.6	22.8	13.3	11.8	5.3	.5
BUS - - - - -	55100.3	100.0	8.0	14.2	19.8	30.3	13.3	8.2	6.1	.1
TRAIN - - - - -	43907.7	100.0	1.7	4.0	11.4	18.0	30.8	32.2	2.0	-
COMMERCIAL AIR- - - - -	234458.5	100.0	.2	.4	1.8	12.4	19.1	38.8	27.1	.1
SHIP AND BOAT - - - - -	15487.4	100.0	10.6	3.6	2.0	2.5	-	3.3	78.0	-
OTHER - - - - -	50484.5	100.0	.4	2.1	6.2	15.5	20.3	29.6	25.8	-
NO ANSWER - - - - -	712.2	100.0	35.4	13.7	10.7	3.0	37.3	-	-	-
PURPOSE OF TRIP										
BUSINESS- - - - -	176699.0	100.0	3.6	11.5	17.4	25.4	13.3	19.8	8.7	.2
ATTEND CONVENTIONS- - - - -	30380.6	100.0	2.6	8.4	18.3	20.4	14.9	17.7	17.7	.1
VISIT TO FRIENDS AND RELATIVES- - - - -	663270.9	100.0	5.3	11.2	17.8	23.7	18.0	17.8	5.8	.2
OUTDOOR RECREATION- - - - -	268547.5	100.0	16.2	23.9	24.4	18.2	5.9	4.4	6.2	.8
ENTERTAINMENT - - - - -	30646.2	100.0	4.4	14.3	21.3	28.4	8.1	12.3	11.1	.2
SIGHTSEEING - - - - -	157737.1	100.0	.7	2.3	7.4	15.2	17.8	21.2	35.4	-
OTHER PLEASURE- - - - -	87081.8	100.0	4.5	11.1	8.6	8.3	14.0	40.4	13.1	-
PERSONAL AND FAMILY AFFAIRS - - - - -	160484.3	100.0	10.1	12.2	20.4	20.9	16.8	13.1	5.5	.9
NO ANSWER - - - - -	3750.6	100.0	62.6	5.1	14.3	4.4	3.8	9.3	.4	-
TYPE OF LODGING										
COMMERCIAL- - - - -	487316.7	100.0	3.3	9.0	15.6	21.7	14.7	21.3	14.3	.1
FRIENDS AND RELATIVES - - - - -	762564.3	100.0	6.2	12.4	19.2	23.6	16.5	15.7	6.1	.3
OWN CABIN, BOAT, TRAILER, ETC.- - - - -	213809.2	100.0	16.8	20.2	18.5	10.6	12.3	12.1	9.1	.4
OTHER - - - - -	106117.1	100.0	11.1	15.9	14.2	18.4	9.1	11.0	18.3	1.8
NO ANSWER - - - - -	8784.4	100.0	3.4	4.3	13.1	40.7	1.7	31.1	5.8	-

Note: Totals may vary slightly from 1967 National Travel Survey published totals for trips, person-trips, and person-nights due to independent tabulation procedures used in this retabulation. See 1967 National Travel Survey Volume I for trip definitions, survey methodology, and trip, person-trip, and person-night data tables.

The 1967 National Travel Survey was a sample survey; however estimates of sampling variability for person-miles were not computed. Estimates of sampling variability for person-trips are contained in the 1967 National Travel Survey Volume, appendix B, page 87.

- Represents zero. (X) Not applicable.

¹Less than 50-mile trips include only trips on which one night or more was spent away from home.

TABLE 12. PERSON-MILES—Distributions by Type of Transport and by Travel and Household Characteristics: 1967

A. PERCENT DISTRIBUTION BY TYPE OF TRANSPORT

Travel and household characteristics	Person-miles ¹		Type of transport				
	Millions	Percent	Auto	Bus	Train	Commercial air	Combinations and other
TOTAL TRAVEL- - - - -	247775.1	100.0	72.5	1.9	2.3	20.6	2.7
PURPOSE OF TRIP							
BUSINESS- - - - -	41942.8	100.0	44.4	.7	1.0	49.6	4.4
ATTEND CONVENTIONS- - - - -	7398.0	100.0	47.6	3.1	3.0	44.8	1.6
VISIT TO FRIENDS AND RELATIVES- - - - -	105176.4	100.0	79.9	2.2	3.6	12.6	1.7
OUTDOOR RECREATION- - - - -	25212.7	100.0	91.5	1.4	.6	4.8	1.8
ENTERTAINMENT - - - - -	7595.6	100.0	68.9	3.5	2.3	23.1	2.2
SIGHTSEEING - - - - -	25289.8	100.0	76.8	2.0	.9	15.6	4.7
OTHER PLEASURE- - - - -	5913.9	100.0	74.0	1.3	.6	20.4	3.7
PERSONAL AND FAMILY AFFAIRS - - - - -	29048.2	100.0	72.7	2.8	2.7	19.0	2.9
NO ANSWER - - - - -	221.4	100.0	74.5	8.2	.1	14.1	3.0
VACATION TRAVEL							
VACATION- - - - -	130096.2	100.0	77.4	1.8	2.8	15.4	2.6
NOT A VACATION- - - - -	104059.2	100.0	66.6	1.9	1.4	27.2	2.8
NO ANSWER - - - - -	13637.1	100.0	70.3	3.0	4.3	19.6	2.8
SIZE OF PARTY							
1 PERSON- - - - -	69569.7	100.0	42.8	4.5	3.3	44.6	4.8
2 PERSONS - - - - -	70939.3	100.0	73.6	1.7	3.0	19.1	2.6
3 AND 4 PERSONS - - - - -	63539.7	100.0	89.4	.7	1.6	7.1	1.2
5 PERSONS AND MORE- - - - -	43749.0	100.0	93.3	.2	.8	4.3	1.4
TIME DURATION							
1 DAY - - - - -	13896.5	100.0	83.5	2.2	.7	10.2	3.3
1 NIGHT - - - - -	32475.1	100.0	85.3	1.4	.7	10.9	1.7
2 NIGHTS- - - - -	42313.1	100.0	80.4	1.7	.8	15.4	1.7
3 TO 5 NIGHTS - - - - -	55102.9	100.0	69.6	1.8	1.9	24.7	1.9
6 TO 9 NIGHTS - - - - -	38365.4	100.0	67.7	2.1	2.1	25.4	2.7
10 TO 15 NIGHTS - - - - -	34778.3	100.0	65.4	2.0	4.0	26.6	2.0
16 TO 20 NIGHTS - - - - -	9858.1	100.0	60.8	2.1	7.4	24.5	5.3
21 NIGHTS AND MORE- - - - -	21011.6	100.0	62.6	3.0	5.4	21.5	7.5
DISTANCE(ONE-WAY STRAIGHT-LINE MILES)							
LESS THAN 50 MILES ² - - - - -	3511.4	100.0	96.6	1.7	.7	.1	.9
50 TO 99 MILES- - - - -	16774.7	100.0	96.7	2.1	.6	.1	.6
100 TO 199 MILES- - - - -	49404.9	100.0	94.3	2.2	1.0	1.6	.9
200 TO 499 MILES- - - - -	62691.0	100.0	82.9	2.7	1.5	10.6	2.3
500 TO 999 MILES- - - - -	45440.9	100.0	66.8	2.0	4.0	23.8	3.4
1,000 MILES AND MORE- - - - -	69977.9	100.0	44.4	1.1	3.5	46.7	4.3
FAMILY INCOME LEVEL							
LESS THAN \$2,000- - - - -	7058.1	100.0	71.5	9.6	5.3	10.8	2.8
\$2,000 TO \$2,999- - - - -	6906.5	100.0	72.7	6.4	6.4	11.1	3.4
\$3,000 TO \$3,999- - - - -	11091.6	100.0	74.3	5.1	6.0	12.5	2.2
\$4,000 TO \$4,999- - - - -	13890.5	100.0	82.1	3.1	2.5	10.9	1.5
\$5,000 TO \$5,999- - - - -	20082.0	100.0	81.6	1.6	2.8	13.2	.8
\$6,000 TO \$7,499- - - - -	34042.3	100.0	83.5	1.5	1.7	11.4	1.9
\$7,500 TO \$9,999- - - - -	43957.0	100.0	77.7	1.5	2.0	17.3	1.6
\$10,000 TO \$14,999- - - - -	53556.7	100.0	69.5	.9	1.4	25.2	3.0
\$15,000 TO \$24,999- - - - -	22905.1	100.0	54.5	1.0	1.6	38.3	4.6
\$25,000 AND MORE- - - - -	9757.5	100.0	39.0	.5	1.8	52.3	6.5
NO ANSWER - - - - -	24554.7	100.0	70.8	2.0	2.7	20.6	3.9
OCCUPATION OF HOUSEHOLD HEAD							
PROFESSIONAL AND MANAGERIAL WORKERS - - - - -	99381.6	100.0	66.8	1.1	1.6	27.4	3.1
CLERICAL AND SALES WORKERS- - - - -	30087.5	100.0	71.0	1.8	2.1	22.1	3.1
CRAFTSMEN, OPERATIVES, AND LABORERS - - - - -	71350.8	100.0	83.3	2.0	2.3	10.9	1.5
SERVICE AND PRIVATE WORKERS - - - - -	8203.6	100.0	76.7	4.9	4.2	13.1	1.1
OTHERS ³ - - - - -	38773.8	100.0	67.4	3.4	4.2	21.3	3.7
EDUCATION OF HOUSEHOLD HEAD							
NO SCHOOL OR ELEMENTARY ONLY- - - - -	28562.6	100.0	78.3	4.7	4.2	10.9	1.9
HIGH SCHOOL - - - - -	103792.1	100.0	79.6	1.9	2.1	14.0	2.4
COLLEGE - - - - -	112774.5	100.0	64.8	1.3	1.9	28.9	3.1
NO ANSWER - - - - -	2664.4	100.0	56.0	2.6	8.9	28.0	4.4
AREA OF ORIGIN							
IN SMSA--IN CENTRAL CITY- - - - -	70533.2	100.0	67.2	2.7	2.8	24.6	2.8
IN SMSA--OUTSIDE CENTRAL CITY - - - - -	96842.4	100.0	68.9	1.2	1.7	25.1	3.1
NON-SMSA- - - - -	80419.7	100.0	81.4	2.2	2.6	11.7	2.0

See footnotes at end of table.

TABLE 12. PERSON-MILES—Distributions by Type of Transport and by Travel and Household Characteristics: 1967—Continued

B. PERCENT DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	Total	Type of transport				
		Auto	Bus	Train	Commercial air	Other
TOTAL PERSON-MILES (MILLIONS) ¹ - - - - -	247775.1	179566.0	4823.6	5793.2	50992.9	6611.4
PERCENT - - - - -	100.0	100.0	100.0	100.0	100.0	100.0
PURPOSE OF TRIP						
BUSINESS- - - - -	16.9	10.4	5.7	7.0	40.8	27.9
ATTEND CONVENTIONS- - - - -	3.0	2.0	4.7	3.8	6.5	1.7
VISIT TO FRIENDS AND RELATIVES- - - - -	42.4	46.8	47.7	65.2	26.0	26.9
OUTDOOR RECREATION- - - - -	10.2	12.8	7.4	2.6	2.4	6.7
ENTERTAINMENT - - - - -	3.1	2.9	5.6	3.1	3.4	2.5
SIGHTSEEING - - - - -	10.2	10.8	10.3	4.1	7.7	18.1
OTHER PLEASURE- - - - -	2.4	2.4	1.6	.6	2.4	3.3
PERSONAL AND FAMILY AFFAIRS - - - - -	11.7	11.8	16.7	13.6	10.8	12.7
NO ANSWER - - - - -	.1	.1	.4	-	.1	.1
VACATION TRAVEL						
VACATION- - - - -	52.5	56.1	49.6	63.7	39.3	50.2
NOT A VACATION- - - - -	42.0	38.6	42.0	26.0	55.5	44.0
NO ANSWER - - - - -	5.5	5.3	8.4	10.2	5.2	5.8
SIZE OF PARTY						
1 PERSON- - - - -	28.1	16.6	64.5	39.2	60.9	51.0
2 PERSONS - - - - -	28.6	29.1	24.9	36.9	26.6	28.0
3 AND 4 PERSONS - - - - -	25.6	31.6	9.2	17.7	8.8	11.9
5 PERSONS AND MORE- - - - -	17.7	22.7	1.5	6.2	3.7	9.1
TIME DURATION						
1 DAY - - - - -	5.6	6.5	6.4	1.6	2.8	7.0
1 NIGHT - - - - -	13.1	15.4	9.2	4.2	6.9	8.2
2 NIGHTS- - - - -	17.1	19.0	14.8	5.8	12.8	10.8
3 TO 5 NIGHTS - - - - -	22.2	21.4	20.8	18.0	26.7	16.2
6 TO 9 NIGHTS - - - - -	15.5	14.5	16.9	14.2	19.1	15.6
10 TO 15 NIGHTS - - - - -	14.0	12.7	14.6	24.1	18.1	10.3
16 TO 20 NIGHTS - - - - -	4.0	3.3	4.2	12.6	4.7	7.9
21 NIGHTS AND MORE- - - - -	8.5	7.3	13.0	19.6	8.9	23.9
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)						
LESS THAN 50 MILES ² - - - - -	1.4	1.9	1.3	.4	-	.5
50 TO 99 MILES- - - - -	6.8	9.0	7.2	1.7	-	1.4
100 TO 199 MILES- - - - -	19.9	25.9	22.6	8.2	1.6	7.1
200 TO 499 MILES- - - - -	25.3	28.9	35.0	16.2	13.1	22.1
500 TO 999 MILES- - - - -	18.3	16.9	18.6	31.5	21.2	23.5
1,000 MILES AND MORE- - - - -	28.2	17.3	15.5	42.0	64.1	45.4
FAMILY INCOME LEVEL						
LESS THAN \$2,000- - - - -	2.8	2.8	14.0	6.5	1.5	3.0
\$2,000 TO \$2,999- - - - -	2.8	2.8	9.2	7.6	1.5	3.5
\$3,000 TO \$3,999- - - - -	4.5	4.6	11.6	11.5	2.7	3.6
\$4,000 TO \$4,999- - - - -	5.6	6.4	8.9	5.9	3.0	3.1
\$5,000 TO \$5,999- - - - -	8.1	9.1	6.7	9.7	5.2	2.6
\$6,000 TO \$7,499- - - - -	13.7	15.8	10.5	10.1	7.6	9.7
\$7,500 TO \$9,999- - - - -	17.7	19.0	13.6	15.0	14.9	10.4
\$10,000 TO \$14,999- - - - -	21.6	20.7	9.6	12.9	26.5	24.2
\$15,000 TO \$24,999- - - - -	9.2	7.0	4.9	6.3	17.2	15.8
\$25,000 AND MORE- - - - -	3.9	2.1	1.0	3.1	10.0	9.5
NO ANSWER - - - - -	9.9	9.7	10.1	11.5	9.9	14.6
OCCUPATION OF HOUSEHOLD HEAD						
PROFESSIONAL AND MANAGERIAL WORKERS - - -	40.1	37.0	23.3	27.2	53.4	46.9
CLERICAL AND SALES WORKERS- - - - -	12.1	11.9	11.0	10.7	13.0	14.1
CRAFTSMEN, OPERATIVES, AND LABORERS - - -	28.8	33.1	29.9	28.0	15.3	16.2
SERVICE AND PRIVATE WORKERS - - - - -	3.3	3.5	8.3	5.9	2.1	1.4
OTHERS ³ - - - - -	15.6	14.6	27.5	28.1	16.2	21.5
EDUCATION OF HOUSEHOLD HEAD						
NO SCHOOL OR ELEMENTARY ONLY- - - - -	11.5	12.5	27.8	20.7	6.1	8.3
HIGH SCHOOL - - - - -	41.9	46.0	41.3	37.8	28.5	37.3
COLLEGE - - - - -	45.5	40.7	29.5	37.4	64.0	52.6
NO ANSWER - - - - -	1.1	.8	1.5	4.1	1.5	1.8
AREA OF ORIGIN						
IN SMSA--IN CENTRAL CITY- - - - -	28.5	26.4	39.3	34.6	34.0	29.6
IN SMSA--OUTSIDE CENTRAL CITY - - - - -	39.1	37.2	23.6	28.8	47.6	45.9
NON-SMSA- - - - -	32.5	36.5	37.1	36.7	18.4	24.5

Note: Detail may not add to totals due to rounding. Totals may vary slightly from 1967 National Travel Survey (NTS) published totals for trips, person-trips, and person-nights due to independent tabulation procedures used in this tabulation. See 1967 NTS Volume I for trip definitions, survey methodology, and trip, person-trip, and person-night data tables.

The 1967 National Travel Survey was a sample survey; however estimates of sampling variability for person-miles were not computed. Estimates of sampling variability for person-trips are contained in the 1967 National Travel Survey Volume, appendix B, page 87.

- Represents zero.

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States. ²Less than 50-mile trips include only trips on which one night or more was spent away from home. ³Includes unemployed and retired persons and those whose occupations were not reported as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 13. PERSON-MILES—Distributions by Purpose of Trip and by Travel and Household Characteristics: 1967

A. PERCENT DISTRIBUTION BY PURPOSE OF TRIP

Travel and household characteristics	Person-miles ¹		Purpose of trip							
	Millions	Percent	Visits to friends and relatives	Business	Attend conventions	Outdoor recreation	Entertainment	Sight-seeing	Other pleasure ²	Personal and family affairs
TOTAL TRAVEL- - - - -	247775.1	100.0	42.4	16.9	3.0	10.2	3.1	10.2	2.5	11.7
VACATION TRAVEL										
VACATION- - - - -	130096.2	100.0	54.4	.8	1.2	15.2	3.6	17.9	3.6	3.3
NOT A VACATION- - - - -	104059.2	100.0	26.7	37.5	5.2	4.1	2.2	1.4	1.1	21.9
NO ANSWER - - - - -	13637.1	100.0	48.3	14.4	3.8	8.4	4.4	3.9	2.1	14.8
SIZE OF PARTY										
1 PERSON- - - - -	69569.7	100.0	25.6	43.2	4.6	5.8	2.7	5.3	1.3	11.5
2 PERSONS - - - - -	70939.3	100.0	42.1	10.2	4.0	8.0	5.2	12.6	3.9	14.0
3 AND 4 PERSONS - - - - -	63539.7	100.0	53.2	4.5	1.4	13.1	1.9	11.1	2.1	12.6
5 PERSONS AND MORE- - - - -	43749.0	100.0	54.2	4.1	1.2	16.4	1.9	12.8	2.6	7.0
TIME DURATION										
1 DAY - - - - -	13896.5	100.0	22.8	31.1	1.5	4.6	7.1	9.9	.8	22.2
1 NIGHT - - - - -	32475.1	100.0	40.6	22.1	1.8	9.1	5.1	5.6	1.1	14.5
2 NIGHTS- - - - -	42313.1	100.0	40.0	19.4	2.9	15.3	3.9	4.8	1.1	12.5
3 TO 5 NIGHTS - - - - -	55102.9	100.0	38.8	21.4	4.8	9.9	3.4	8.0	1.3	12.4
6 TO 9 NIGHTS - - - - -	38365.4	100.0	41.3	11.2	5.0	12.4	1.9	14.2	3.2	10.8
10 TO 15 NIGHTS - - - - -	34778.3	100.0	51.5	9.2	1.5	8.5	1.3	17.0	3.5	7.4
16 TO 20 NIGHTS - - - - -	9858.1	100.0	62.6	6.2	.4	6.8	.8	11.9	3.4	7.9
21 NIGHTS AND MORE- - - - -	21011.6	100.0	50.4	11.4	.8	6.1	.7	14.7	8.2	7.7
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)										
LESS THAN 50 MILES ³ - - - - -	3511.4	100.0	41.8	6.7	.9	35.9	1.3	1.1	2.3	10.0
50 TO 99 MILES- - - - -	16774.7	100.0	45.7	11.0	1.6	23.9	3.0	2.5	1.9	10.3
100 TO 199 MILES- - - - -	49404.9	100.0	42.3	14.6	2.3	14.8	4.5	6.7	1.3	13.6
200 TO 499 MILES- - - - -	62691.0	100.0	43.6	16.6	2.6	10.3	3.9	8.6	1.5	12.9
500 TO 999 MILES- - - - -	45440.9	100.0	43.5	17.3	3.2	7.3	1.5	12.3	2.5	12.2
1,000 MILES AND MORE- - - - -	69977.9	100.0	40.0	20.5	4.1	4.1	2.4	15.1	4.3	9.4
FAMILY INCOME LEVEL										
LESS THAN \$2,000- - - - -	7058.1	100.0	56.5	10.9	2.5	2.4	1.7	5.7	4.2	16.1
\$2,000 TO \$2,999- - - - -	6906.5	100.0	52.0	6.3	1.8	6.1	2.1	7.7	5.8	18.2
\$3,000 TO \$3,999- - - - -	11091.6	100.0	56.8	7.1	2.2	6.1	2.8	7.9	2.8	14.3
\$4,000 TO \$4,999- - - - -	13890.5	100.0	55.6	6.4	1.3	7.8	1.9	8.4	1.2	17.4
\$5,000 TO \$5,999- - - - -	20082.0	100.0	53.6	7.3	1.5	9.0	2.9	11.4	1.5	12.8
\$6,000 TO \$7,499- - - - -	34042.3	100.0	52.0	10.9	2.0	11.8	3.3	8.3	1.4	10.3
\$7,500 TO \$9,999- - - - -	43957.0	100.0	42.9	14.1	2.4	12.3	3.1	12.3	2.6	10.3
\$10,000 TO \$14,999- - - - -	53556.7	100.0	34.7	23.2	3.6	10.8	3.3	11.5	2.6	10.2
\$15,000 TO \$24,999- - - - -	22905.1	100.0	22.1	32.3	7.2	11.8	4.1	8.8	1.9	11.8
\$25,000 AND MORE- - - - -	9757.5	100.0	19.0	39.9	4.5	9.8	3.2	10.4	5.5	7.9
NO ANSWER - - - - -	24554.7	100.0	43.8	16.1	2.4	8.9	2.7	10.6	2.7	12.8
OCCUPATION OF HOUSEHOLD HEAD										
PROFESSIONAL AND MANAGERIAL WORKERS - - -	99381.6	100.0	35.6	24.6	4.3	9.7	3.1	10.1	2.5	10.1
CLERICAL AND SALES WORKERS- - - - -	30087.5	100.0	39.5	21.4	2.7	9.3	3.3	10.9	2.5	10.4
CRAFTSMEN, OPERATIVES, AND LABORERS - - -	71350.8	100.0	48.8	7.6	1.8	13.0	3.1	10.7	1.8	13.2
SERVICE AND PRIVATE WORKERS - - - - -	8203.6	100.0	44.4	13.3	2.4	10.3	3.4	9.8	2.0	14.3
OTHERS ⁴ - - - - -	38773.8	100.0	50.1	11.5	2.3	6.7	2.7	9.2	3.7	13.8
EDUCATION OF HOUSEHOLD HEAD										
NO SCHOOL OR ELEMENTARY ONLY- - - - -	28562.6	100.0	50.4	9.2	1.8	7.3	2.4	10.5	2.4	16.0
HIGH SCHOOL - - - - -	103792.1	100.0	46.3	10.8	2.2	12.1	3.1	11.1	2.4	12.0
COLLEGE - - - - -	112774.5	100.0	36.9	24.2	4.0	9.3	3.2	9.4	2.6	10.5
NO ANSWER - - - - -	2664.4	100.0	41.0	29.9	6.4	3.9	4.6	5.7	.6	7.9
AREA OF ORIGIN										
IN SMSA--IN CENTRAL CITY- - - - -	70533.2	100.0	41.9	19.1	3.1	10.1	3.4	8.5	2.6	11.4
IN SMSA--OUTSIDE CENTRAL CITY - - - - -	96842.4	100.0	38.0	18.9	3.1	11.8	2.9	11.2	2.7	11.3
NON-SMSA- - - - -	80419.7	100.0	48.2	12.7	2.7	8.3	2.9	10.5	2.1	12.5

See footnotes at end of table.

TABLE 13. PERSON-MILES—Distributions by Purpose of Trip and by Travel and Household Characteristics: 1967—Continued

B. PERCENT DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	Total	Purpose of trip							
		Visits to friends and relatives	Business	Attend conventions	Outdoor recreation	Entertainment	Sight-seeing	Other pleasure ²	Personal and family affairs
TOTAL PERSON-MILES (MILLIONS) ¹ - - - - -	247775.1	105176.4	41942.8	7398.0	25212.7	7595.6	25289.8	6135.3	29048.2
PERCENT - - - - -	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
VACATION TRAVEL									
VACATION- - - - -	52.5	67.4	2.3	20.5	78.5	61.8	92.2	76.4	14.7
NOT A VACATION- - - - -	42.0	26.4	93.0	72.5	17.0	30.4	5.6	18.8	78.4
NO ANSWER - - - - -	5.5	6.3	4.7	6.9	4.5	7.8	2.1	4.8	7.0
SIZE OF PARTY									
1 PERSON- - - - -	28.1	16.9	71.6	43.0	16.1	24.8	14.7	14.7	27.6
2 PERSONS - - - - -	28.6	28.4	17.2	38.4	22.5	48.4	35.3	45.0	34.3
3 AND 4 PERSONS - - - - -	25.6	32.1	6.9	11.7	33.0	16.1	27.9	22.0	27.7
5 PERSONS AND MORE- - - - -	17.7	22.5	4.3	6.9	28.4	10.7	22.1	18.3	10.5
TIME DURATION									
1 DAY - - - - -	5.6	3.0	10.3	2.9	2.5	13.0	5.4	1.8	10.6
1 NIGHT - - - - -	13.1	12.5	17.1	8.1	11.7	21.9	7.2	5.8	16.2
2 NIGHTS- - - - -	17.1	16.1	19.5	16.9	25.7	21.8	8.0	7.5	18.3
3 TO 5 NIGHTS - - - - -	22.2	20.3	28.1	36.1	21.7	24.6	17.5	11.6	23.5
6 TO 9 NIGHTS - - - - -	15.5	15.1	10.2	26.1	18.8	9.7	21.6	19.9	14.3
10 TO 15 NIGHTS - - - - -	14.0	17.0	7.6	7.2	11.7	6.0	23.4	20.0	8.8
16 TO 20 NIGHTS - - - - -	4.0	5.9	1.5	.5	2.6	1.0	4.6	5.5	2.7
21 NIGHTS AND MORE- - - - -	8.5	10.1	5.7	2.3	5.1	2.0	12.2	28.0	5.6
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)									
LESS THAN 50 MILES ³ - - - - -	1.4	1.4	.6	.4	5.0	.6	.2	1.3	1.2
50 TO 99 MILES- - - - -	6.8	7.3	4.4	3.7	15.9	6.6	1.7	5.3	6.0
100 TO 199 MILES- - - - -	19.9	19.9	17.2	15.1	28.9	29.3	13.1	10.1	23.1
200 TO 499 MILES- - - - -	25.3	26.0	24.8	22.1	25.5	32.2	21.3	15.0	27.8
500 TO 999 MILES- - - - -	18.3	18.8	18.7	19.9	13.2	9.2	22.1	18.6	19.2
1,000 MILES AND MORE- - - - -	28.2	26.6	34.2	38.8	11.4	22.1	41.7	49.6	22.8
FAMILY INCOME LEVEL									
LESS THAN \$2,000- - - - -	2.8	3.8	1.8	2.4	.7	1.6	1.6	4.8	3.9
\$2,000 TO \$2,999- - - - -	2.8	3.4	1.0	1.7	1.7	1.9	2.1	6.5	4.3
\$3,000 TO \$3,999- - - - -	4.5	6.0	1.9	3.3	2.7	4.1	3.4	5.0	5.5
\$4,000 TO \$4,999- - - - -	5.6	7.3	2.1	2.5	4.3	3.5	4.6	2.7	8.3
\$5,000 TO \$5,999- - - - -	8.1	10.2	3.5	4.1	7.2	7.6	9.1	5.0	8.8
\$6,000 TO \$7,499- - - - -	13.7	16.8	8.9	9.4	15.9	14.7	11.2	7.7	12.1
\$7,500 TO \$9,999- - - - -	17.7	17.9	14.8	14.2	21.4	18.0	21.4	18.9	15.5
\$10,000 TO \$14,999- - - - -	21.6	17.7	29.6	26.2	23.0	23.4	24.4	22.7	18.8
\$15,000 TO \$24,999- - - - -	9.2	4.8	17.6	22.4	10.7	12.3	8.0	7.1	9.3
\$25,000 AND MORE- - - - -	3.9	1.8	9.3	5.9	3.8	4.1	4.0	8.7	2.6
NO ANSWER - - - - -	9.9	10.2	9.4	7.9	8.7	8.8	10.3	10.8	10.8
OCCUPATION OF HOUSEHOLD HEAD									
PROFESSIONAL AND MANAGERIAL WORKERS - - - - -	40.1	33.7	58.4	57.2	38.4	40.2	39.6	40.4	34.4
CLERICAL AND SALES WORKERS- - - - -	12.1	11.3	15.3	11.0	11.1	12.9	13.0	12.4	10.7
CRAFTSMEN, OPERATIVES, AND LABORERS - - - - -	28.8	33.1	13.0	17.2	36.8	29.2	30.1	21.3	32.3
SERVICE AND PRIVATE WORKERS - - - - -	3.3	3.5	2.6	2.6	3.3	3.7	3.2	2.7	4.0
OTHERS ⁴ - - - - -	15.6	18.5	10.7	11.9	10.3	14.0	14.1	23.2	18.4
EDUCATION OF HOUSEHOLD HEAD									
NO SCHOOL OR ELEMENTARY ONLY- - - - -	11.5	13.7	6.2	6.8	8.3	8.8	11.9	11.3	15.7
HIGH SCHOOL - - - - -	41.9	45.7	26.8	30.6	49.8	41.8	45.6	40.7	42.9
COLLEGE - - - - -	45.5	39.5	65.1	60.3	41.5	47.7	41.9	47.7	40.7
NO ANSWER - - - - -	1.1	1.0	1.9	2.3	.4	1.6	.6	.3	.7
AREA OF ORIGIN									
IN SMSA--IN CENTRAL CITY- - - - -	28.5	28.1	32.0	29.4	28.2	31.4	23.7	29.8	27.7
IN SMSA--OUTSIDE CENTRAL CITY - - - - -	39.1	35.0	43.7	40.8	45.3	37.5	42.9	42.1	37.7
NON-SMSA- - - - -	32.5	36.9	24.3	29.8	26.5	31.1	33.4	28.1	34.6

Note: Detail may not add to totals due to rounding. Totals may vary slightly from 1967 National Travel Survey (NTS) published totals for trips, person-trips, and person-nights due to independent tabulation procedures used in this retabulation. See 1967 NTS Volume I for trip definitions, survey methodology, and trip, person-trip, and person-night data tables.

The 1967 National Travel Survey was a sample survey; however estimates of sampling variability for person-miles were not computed. Estimates of sampling variability for person-trips are contained in the 1967 National Travel Survey Volume, appendix B, page 87.

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.

²Includes no answer to "purpose of trip."

³Less than 50-mile trips include only trips on which one night or more was spent away from home.

⁴Includes unemployed and retired persons and those whose occupations were not reported as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 15. VACATION AND NONVACATION PERSON-MILES—Distributions by Occasion of Travel and by Type of Transport and Purpose of Trip: 1967

A. PERCENT DISTRIBUTION BY OCCASION OF TRAVEL

Type of transport and purpose of trip	Person-miles ¹		Occasion of travel		
	Millions	Percent	Vacation	Not vacation	Don't know
TOTAL TRAVEL- - - - -	247775.1	100.0	52.5	42.0	5.5
TYPE OF TRANSPORT					
AUTO- - - - -	179566.0	100.0	56.1	38.6	5.3
BUS - - - - -	4823.6	100.0	49.6	42.0	8.4
TRAIN - - - - -	5793.2	100.0	63.7	26.0	10.2
COMMERCIAL AIR- - - - -	50992.9	100.0	39.3	55.5	5.2
SHIP AND BOAT - - - - -	177.3	100.0	60.1	35.1	4.7
OTHER - - - - -	6313.9	100.0	50.8	43.4	5.8
NO ANSWER - - - - -	120.1	100.0	6.8	87.0	6.2
PURPOSE OF TRIP					
BUSINESS- - - - -	41942.8	100.0	2.3	93.0	4.7
ATTEND CONVENTIONS- - - - -	7398.0	100.0	20.5	72.5	6.9
VISITS TO FRIENDS AND RELATIVES - - - - -	105176.4	100.0	67.4	26.4	6.3
OUTDOOR RECREATION- - - - -	25212.7	100.0	78.5	17.0	4.5
ENTERTAINMENT - - - - -	7595.6	100.0	61.8	30.4	7.8
SIGHTSEEING - - - - -	25289.8	100.0	92.2	5.6	2.1
OTHER PLEASURE- - - - -	5913.9	100.0	78.1	17.5	4.3
PERSONAL AND FAMILY AFFAIRS - - - - -	29048.2	100.0	14.7	78.4	7.0
NO ANSWER - - - - -	221.4	100.0	31.4	52.6	16.0

B. PERCENT DISTRIBUTION BY TYPE OF TRANSPORT AND PURPOSE OF TRIP

Type of transport and purpose of trip	Total	Occasion of travel		
		Vacation	Not vacation	Don't know
TOTAL PERSON-MILES (MILLIONS) ¹ - - - - -	247775.1	130096.2	104059.2	13637.1
PERCENT - - - - -	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT				
AUTO- - - - -	72.5	77.4	66.6	70.3
BUS - - - - -	1.9	1.8	1.9	3.0
TRAIN - - - - -	2.3	2.8	1.4	4.3
COMMERCIAL AIR- - - - -	20.6	15.4	27.2	19.6
SHIP AND BOAT - - - - -	.1	.1	.1	.1
OTHER - - - - -	2.5	2.5	2.6	2.7
NO ANSWER - - - - -	.0	.0	.1	.1
PURPOSE OF TRIP				
BUSINESS- - - - -	16.9	.8	37.5	14.4
ATTEND CONVENTIONS- - - - -	3.0	1.2	5.2	3.8
VISITS TO FRIENDS AND RELATIVES - - - - -	42.4	54.4	26.7	48.3
OUTDOOR RECREATION- - - - -	10.2	15.2	4.1	8.4
ENTERTAINMENT - - - - -	3.1	3.6	2.2	4.4
SIGHTSEEING - - - - -	10.2	17.9	1.4	3.9
OTHER PLEASURE- - - - -	2.4	3.6	1.0	1.9
PERSONAL AND FAMILY AFFAIRS - - - - -	11.7	3.3	21.9	14.8
NO ANSWER - - - - -	.1	.1	.1	.3

Note: Detail may not add to totals due to rounding. Totals may vary slightly from 1967 National Travel Survey (NTS) published totals for trips, person-trips, and person-nights due to independent tabulation procedures used in this retabulation. See 1967 NTS Volume I for trip definitions, survey methodology, and trip, person-trip, and person-night data tables.

The 1967 National Travel Survey was a sample survey; however estimates of sampling variability for person-miles were not computed. Estimates of sampling variability for person-trips are contained in the 1967 National Travel Survey Volume, appendix B, page 87.

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.

TABLE 20. PERSON-MILES—Distributions by Quarter and by Travel and Household Characteristics: 1967

A. PERCENT DISTRIBUTION BY QUARTER

Travel and household characteristics	Total person-miles ¹		First quarter	Second quarter	Third quarter	Fourth quarter
	Millions	Percent				
TOTAL TRAVEL- - - - -	247775.1	100.0	18.8	23.5	39.1	18.7
TYPE OF TRANSPORT						
AUTO- - - - -	179566.0	100.0	17.0	22.9	41.7	18.3
BUS - - - - -	4823.6	100.0	22.5	25.8	34.5	17.2
TRAIN - - - - -	5793.2	100.0	25.6	25.1	32.5	16.8
COMMERCIAL AIR- - - - -	50992.9	100.0	23.1	25.1	31.0	20.8
OTHER - - - - -	6491.2	100.0	24.5	22.0	39.2	14.2
NO ANSWER - - - - -	120.1	100.0	50.7	24.7	23.1	1.5
PURPOSE OF TRIP						
BUSINESS- - - - -	41942.8	100.0	26.2	27.0	27.1	19.7
ATTEND CONVENTIONS- - - - -	7398.0	100.0	14.5	36.2	27.1	22.2
VISIT TO FRIENDS AND RELATIVES- - - - -	105176.4	100.0	18.0	20.5	40.6	20.9
OUTDOOR RECREATION- - - - -	25212.7	100.0	11.7	23.4	52.4	12.5
ENTERTAINMENT - - - - -	7595.6	100.0	17.4	24.5	35.8	22.3
SIGHTSEEING - - - - -	25289.8	100.0	12.4	20.8	53.0	13.8
OTHER PLEASURE - - - - -	5913.9	100.0	27.2	26.0	36.4	10.4
PERSONAL AND FAMILY AFFAIRS - - - - -	29048.2	100.0	22.3	27.2	31.7	18.8
NO ANSWER - - - - -	221.4	100.0	31.1	26.4	32.3	10.2
VACATION TRAVEL						
VACATION- - - - -	130096.2	100.0	14.4	19.8	50.0	15.8
NOT A VACATION- - - - -	104059.2	100.0	24.7	28.5	25.5	21.3
NO ANSWER - - - - -	13637.1	100.0	15.3	20.2	38.6	25.9
SIZE OF PARTY						
1 PERSON- - - - -	69569.7	100.0	23.4	26.1	29.1	21.5
2 PERSONS - - - - -	70939.3	100.0	20.7	25.4	34.0	19.9
3 AND 4 PERSONS - - - - -	63539.7	100.0	15.8	20.5	47.4	16.3
5 PERSONS AND MORE- - - - -	43749.0	100.0	12.8	20.3	51.2	15.7
TIME DURATION						
1 DAY - - - - -	13896.5	100.0	21.2	26.3	30.5	22.0
1 NIGHT - - - - -	32475.1	100.0	23.1	26.7	28.3	21.9
2 NIGHTS- - - - -	42313.1	100.0	22.7	27.4	29.6	20.3
3 TO 5 NIGHTS - - - - -	55102.9	100.0	16.8	24.5	35.4	23.4
6 TO 9 NIGHTS - - - - -	38365.4	100.0	14.7	21.3	43.9	20.1
10 TO 15 NIGHTS - - - - -	34778.3	100.0	15.1	19.6	52.2	13.1
16 TO 20 NIGHTS - - - - -	9858.1	100.0	21.8	17.3	53.2	7.7
21 NIGHTS AND MORE- - - - -	21011.6	100.0	20.4	19.2	52.9	7.5
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)						
LESS THAN 50 MILES ² - - - - -	3511.4	100.0	20.3	27.1	35.8	16.8
50 TO 99 MILES- - - - -	16774.7	100.0	20.6	26.1	33.7	19.6
100 TO 199 MILES- - - - -	49404.9	100.0	20.0	24.9	34.2	20.9
200 TO 499 MILES- - - - -	62691.0	100.0	17.7	22.1	39.4	20.8
500 TO 999 MILES- - - - -	45440.9	100.0	15.8	23.5	42.9	17.8
1,000 MILES AND MORE- - - - -	69979.9	100.0	20.4	22.8	41.2	15.6
FAMILY INCOME LEVEL						
LESS THAN \$2,000- - - - -	7058.1	100.0	19.2	22.2	34.1	24.4
\$2,000 TO \$2,999- - - - -	6906.5	100.0	20.6	26.8	35.2	17.4
\$3,000 TO \$3,999- - - - -	11091.6	100.0	22.0	21.4	38.7	17.8
\$4,000 TO \$4,999- - - - -	13890.5	100.0	17.3	23.0	40.9	18.8
\$5,000 TO \$5,999- - - - -	20082.0	100.0	15.3	22.2	44.2	18.3
\$6,000 TO \$7,499- - - - -	34042.3	100.0	16.7	22.8	40.5	20.0
\$7,500 TO \$9,999- - - - -	43957.0	100.0	18.0	21.5	44.0	16.5
\$10,000 TO \$14,999- - - - -	53556.7	100.0	17.4	24.0	38.5	20.1
\$15,000 TO \$24,999- - - - -	22905.1	100.0	20.9	25.7	33.4	20.1
\$25,000 AND MORE- - - - -	9757.5	100.0	27.4	24.8	30.2	17.7
NO ANSWER - - - - -	24554.7	100.0	22.4	25.6	35.9	16.1
OCCUPATION OF HOUSEHOLD HEAD						
PROFESSIONAL AND MANAGERIAL WORKERS - - - - -	99381.6	100.0	20.1	23.8	36.8	19.3
CLERICAL AND SALES WORKERS- - - - -	30087.5	100.0	18.4	23.9	39.4	18.4
CRAFTSMEN, OPERATIVES, AND LABORERS - - - - -	71350.8	100.0	15.9	22.0	43.8	18.2
SERVICE AND PRIVATE WORKERS - - - - -	8203.6	100.0	18.0	22.6	44.2	15.2
OTHERS ³ - - - - -	38773.8	100.0	21.4	24.9	34.8	18.9

See footnotes at end of table.

TABLE 20. PERSON-MILES—Distributions by Quarter and by Travel and Household Characteristics: 1967—Continued

A. PERCENT DISTRIBUTION BY QUARTER—Continued

Travel and household characteristics	Total person-miles ¹		First quarter	Second quarter	Third quarter	Fourth quarter
	Millions	Percent				
EDUCATION OF HOUSEHOLD HEAD						
NO SCHOOL OR ELEMENTARY ONLY- - - - -	28562.6	100.0	19.7	23.0	39.7	17.6
HIGH SCHOOL - - - - -	103792.1	100.0	17.6	22.6	41.8	17.9
COLLEGE - - - - -	112774.5	100.0	19.5	24.4	36.4	19.7
NO ANSWER - - - - -	2664.4	100.0	25.3	20.1	36.0	18.6
AREA OF ORIGIN						
IN SMSA--IN CENTRAL CITY- - - - -	70533.2	100.0	19.2	23.3	38.5	19.0
IN SMSA--OUTSIDE CENTRAL CITY - - - - -	96842.4	100.0	18.1	24.0	39.4	18.5
NON-SMSA- - - - -	80419.7	100.0	19.2	23.0	39.1	18.7
AGE OF TRAVELER						
UNOER 6 YEARS - - - - -	15164.1	100.0	14.8	21.4	44.9	18.9
6 TO 11 YEARS - - - - -	17972.7	100.0	12.0	18.4	55.2	14.4
12 TO 17 YEARS- - - - -	17287.5	100.0	11.6	21.9	50.8	15.7
18 TO 24 YEARS- - - - -	19740.9	100.0	20.9	23.2	37.7	18.1
25 TO 34 YEARS- - - - -	39293.7	100.0	19.4	24.1	37.6	18.9
35 TO 44 YEARS- - - - -	48469.3	100.0	18.8	24.4	38.8	18.0
45 TO 54 YEARS- - - - -	40393.7	100.0	20.7	24.0	35.4	19.9
55 TO 64 YEARS- - - - -	28810.5	100.0	22.5	22.6	33.4	21.5
65 YEARS AND OVER - - - - -	15891.0	100.0	23.0	29.6	28.6	18.7
NO ANSWER - - - - -	4778.1	100.0	17.0	21.3	38.3	23.4

B. PERCENT DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	Total	First quarter	Second quarter	Third quarter	Fourth quarter
TOTAL PERSON-MILES (MILLIONS) ¹ - - - - -	247775.1	46577.2	58113.0	96822.8	46284.5
PERCENT - - - - -	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT					
AUTO- - - - -	72.5	65.6	70.8	77.4	71.2
BUS - - - - -	1.9	2.3	2.1	1.7	1.8
TRAIN - - - - -	2.3	3.2	2.5	1.9	2.1
COMMERCIAL AIR- - - - -	20.6	25.3	22.0	16.3	22.9
OTHER - - - - -	2.6	3.4	2.5	2.6	2.0
NO ANSWER - - - - -	-	.1	.1	-	-
PURPOSE OF TRIP					
BUSINESS- - - - -	16.9	23.6	19.5	11.7	17.9
ATTEND CONVENTIONS- - - - -	3.0	2.3	4.6	2.1	3.5
VISIT TO FRIENDS AND RELATIVES- - - - -	42.4	40.7	37.1	44.1	47.4
OUTDOOR RECREATION- - - - -	10.2	6.3	10.2	13.6	6.8
ENTERTAINMENT - - - - -	3.1	2.8	3.2	2.8	3.7
SIGHTSEEING - - - - -	10.2	6.7	9.1	13.8	7.6
OTHER PLEASURE- - - - -	2.4	3.4	2.7	2.2	1.3
PERSONAL AND FAMILY AFFAIRS - - - - -	11.7	13.9	13.6	9.5	11.8
NO ANSWER - - - - -	.1	.1	.1	.1	-
VACATION TRAVEL					
VACATION- - - - -	52.5	40.2	44.3	67.2	44.5
NOT A VACATION- - - - -	42.0	55.3	51.0	27.4	47.9
NO ANSWER - - - - -	5.5	4.5	4.7	5.4	7.6
SIZE OF PARTY					
1 PERSON- - - - -	28.1	34.9	31.2	20.9	32.3
2 PERSONS - - - - -	28.6	31.6	31.0	24.9	30.5
3 AND 4 PERSONS - - - - -	25.6	21.5	22.5	31.1	22.4
5 PERSONS AND MORE- - - - -	17.7	12.0	15.3	23.1	14.8

See footnotes at end of table.

TABLE 20. PERSON-MILES—Distributions by Quarter and by Travel and Household Characteristics: 1967—Continued

B. PERCENT DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS—Continued

Travel and household characteristics	Total ¹	First quarter	Second quarter	Third quarter	Fourth quarter
TIME DURATION					
1 DAY - - - - -	5.6	6.3	6.3	4.4	6.6
1 NIGHT - - - - -	13.1	16.1	14.9	9.5	15.4
2 NIGHTS - - - - -	17.1	20.6	20.0	12.9	18.6
3 TO 5 NIGHTS - - - - -	22.2	19.8	23.2	20.1	27.8
6 TO 9 NIGHTS - - - - -	15.5	12.1	14.1	17.4	16.7
10 TO 15 NIGHTS - - - - -	14.0	11.3	11.7	18.7	9.9
16 TO 20 NIGHTS - - - - -	4.0	4.6	2.9	5.4	1.6
21 NIGHTS AND MORE - - - - -	8.5	9.2	6.9	11.5	3.4
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)					
LESS THAN 50 MILES ² - - - - -	1.4	1.5	1.6	1.3	1.3
50 TO 99 MILES - - - - -	6.8	7.4	7.5	5.8	7.1
100 TO 199 MILES - - - - -	19.9	21.2	21.2	17.4	22.3
200 TO 499 MILES - - - - -	25.3	23.8	23.9	25.5	28.2
500 TO 999 MILES - - - - -	18.3	15.4	18.4	20.1	17.5
1,000 MILES AND MORE - - - - -	28.2	30.7	27.4	29.8	23.6
FAMILY INCOME LEVEL					
LESS THAN \$2,000 - - - - -	2.8	2.9	2.7	2.5	3.7
\$2,000 TO \$2,999 - - - - -	2.8	3.1	3.2	2.5	2.6
\$3,000 TO \$3,999 - - - - -	4.5	5.2	4.1	4.4	4.3
\$4,000 TO \$4,999 - - - - -	5.6	5.2	5.5	5.9	5.7
\$5,000 TO \$5,999 - - - - -	8.1	6.6	7.7	9.2	7.9
\$6,000 TO \$7,499 - - - - -	13.7	12.2	13.4	14.2	14.7
\$7,500 TO \$9,999 - - - - -	17.7	17.0	16.3	20.0	15.7
\$10,000 TO \$14,999 - - - - -	21.6	20.0	22.1	21.3	23.3
\$15,000 TO \$24,999 - - - - -	9.2	10.3	10.1	7.9	9.9
\$25,000 AND MORE - - - - -	3.9	5.7	4.2	3.0	3.7
NO ANSWER - - - - -	9.9	11.8	10.8	9.1	8.6
OCCUPATION OF HOUSEHOLD HEAD					
PROFESSIONAL AND MANAGERIAL WORKERS - - -	40.1	42.8	40.8	37.8	41.4
CLERICAL AND SALES WORKERS - - - - -	12.1	11.9	12.3	12.0	11.9
CRAFTSMEN, OPERATIVES, AND LABORERS - - -	28.8	24.4	27.1	32.3	28.1
SERVICE AND PRIVATE WORKERS - - - - -	3.3	3.2	3.2	3.7	2.7
OTHERS ² - - - - -	15.6	17.8	16.6	14.0	15.8
EDUCATION OF HOUSEHOLD HEAD					
NO SCHOOL OR ELEMENTARY ONLY - - - - -	11.5	12.1	11.3	11.7	10.9
HIGH SCHOOL - - - - -	41.9	39.3	40.4	44.9	40.4
COLLEGE - - - - -	45.5	47.2	47.3	42.4	48.0
NO ANSWER - - - - -	1.1	1.4	.9	1.0	1.1
AREA OF ORIGIN					
IN SMSA--IN CENTRAL CITY - - - - -	28.5	29.1	28.2	28.1	28.9
IN SMSA--OUTSIDE CENTRAL CITY - - - - -	39.1	37.7	40.0	39.4	38.6
NON-SMSA - - - - -	32.5	33.2	31.8	32.5	32.5
AGE OF TRAVELER					
UNDER 6 YEARS - - - - -	6.1	4.8	5.6	7.0	6.2
6 TO 11 YEARS - - - - -	7.3	4.6	5.7	10.2	5.6
12 TO 17 YEARS - - - - -	7.0	4.3	6.5	9.1	5.9
18 TO 24 YEARS - - - - -	8.0	8.9	7.9	7.7	7.7
25 TO 34 YEARS - - - - -	15.9	16.4	16.3	15.3	16.1
35 TO 44 YEARS - - - - -	19.6	19.5	20.3	19.4	18.9
45 TO 54 YEARS - - - - -	16.3	18.0	16.7	14.8	17.4
55 TO 64 YEARS - - - - -	11.6	13.9	11.2	9.9	13.4
65 YEARS AND OVER - - - - -	6.4	7.9	8.1	4.7	6.4
NO ANSWER - - - - -	1.9	1.7	1.7	1.9	2.4

Note: Totals may vary slightly from 1967 National Travel Survey (NTS) published totals for person-trips, and person-nights due to independent tabulation procedures used in this tabulation. See 1967 NTS Volume I for trip definitions, survey methodology, and trip, person-trips, and person-night data tables.

The 1967 National Travel Survey was a sample survey; however estimates of sampling variability for person-miles were not computed. Estimates of sampling variability for person-trips are contained in the 1967 National Travel Survey Volume, appendix B, page 87.

- Represent zero.

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States. ²Less than 50-mile trips include only trips on which one night or more was spent away from home. ³Includes unemployed and retired persons and those whose occupations were not reported as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 24. PERSON-MILES FOR REGION OF ORIGIN—Distributions by Region of Origin and by Type of Transport and Purpose of Trip: 1967

A. PERCENT DISTRIBUTION BY REGION OF ORIGIN¹

Type of transport and purpose of trip	Total person-miles ²		Northeast Region	North Central Region	South Region	West Region
	Millions	Percent				
TOTAL TRAVEL- - - - -	247775.1	100.0	17.6	30.7	28.5	23.2
TYPE OF TRANSPORT						
AUTO- - - - -	179566.0	100.0	15.9	33.0	30.0	21.1
BUS - - - - -	4823.6	100.0	21.5	19.4	37.3	21.8
TRAIN - - - - -	5793.2	100.0	15.0	43.7	21.9	19.4
COMMERCIAL AIR- - - - -	50992.9	100.0	23.9	22.0	23.3	30.8
SHIP AND BOAT - - - - -	177.3	100.0	36.5	22.0	6.4	35.2
OTHER - - - - -	6313.9	100.0	13.5	32.4	27.6	26.4
NO ANSWER - - - - -	120.1	100.0	5.3	57.1	9.4	28.2
PURPOSE OF TRIP						
BUSINESS- - - - -	41942.8	100.0	18.8	23.0	33.2	25.0
ATTEND CONVENTIONS- - - - -	7398.0	100.0	20.2	24.0	27.0	28.7
VISITS TO FRIENDS AND RELATIVES - - - - -	105176.4	100.0	16.1	31.2	31.3	21.4
OUTDOOR RECREATION- - - - -	25212.7	100.0	18.3	34.3	19.7	27.7
ENTERTAINMENT - - - - -	7595.6	100.0	14.0	32.7	24.2	29.1
SIGHTSEEING - - - - -	25289.8	100.0	21.9	39.4	20.2	18.5
OTHER PLEASURE- - - - -	5913.9	100.0	26.1	30.8	22.6	20.4
PERSONAL AND FAMILY AFFAIRS - - - - -	29048.2	100.0	15.2	30.7	28.7	25.4
NO ANSWER - - - - -	221.4	100.0	30.5	25.3	27.0	17.2

B. PERCENT DISTRIBUTION BY TYPE OF TRANSPORT AND PURPOSE OF TRIP³

Type of transport and purpose of trip	United States	Northeast Region	North Central Region	South Region	West Region
TOTAL PERSON-MILES (MILLIONS) ² - - - - -	247775.1	43557.5	76174.3	70503.4	57563.4
PERCENT - - - - -	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT					
AUTO- - - - -	72.5	65.5	77.9	76.3	65.8
BUS - - - - -	1.9	2.4	1.2	2.6	1.8
TRAIN - - - - -	2.3	2.0	3.3	1.8	2.0
COMMERCIAL AIR- - - - -	20.6	28.0	14.7	16.8	27.3
SHIP AND BOAT - - - - -	.1	.1	.1	-	.1
OTHER - - - - -	2.5	2.0	2.7	2.5	2.9
NO ANSWER - - - - -	-	-	.1	-	.1
PURPOSE OF TRIP					
BUSINESS- - - - -	16.9	18.1	12.7	19.7	18.2
ATTEND CONVENTIONS- - - - -	3.0	3.4	2.3	2.8	3.7
VISITS TO FRIENDS AND RELATIVES - - - - -	42.4	38.9	43.1	46.7	39.0
OUTDOOR RECREATION- - - - -	10.2	10.6	11.3	7.1	12.1
ENTERTAINMENT - - - - -	3.1	2.4	3.3	2.6	3.8
SIGHTSEEING - - - - -	10.2	12.7	13.1	7.2	8.1
OTHER PLEASURE- - - - -	2.4	3.5	2.4	1.9	2.1
PERSONAL AND FAMILY AFFAIRS - - - - -	11.7	10.1	11.7	11.8	12.8
NO ANSWER - - - - -	.1	.2	.1	.1	.1

Note: Detail may not add to totals due to rounding. Totals may vary slightly from 1967 National Travel Survey (NTS) published totals for trips, person-trips, and person-nights due to independent tabulation procedures used in this retabulation. See 1967 NTS Volume I for trip definitions, survey methodology, and trip, person-trip, and person-night data tables.

The 1967 National Travel Survey was a sample survey; however estimates of sampling variability for person-miles were not computed. Estimates of sampling variability for person-trips are contained in the 1967 National Travel Survey Volume, appendix B, page 87.

¹This table was not published in the 1967 report.

²Mileage (including the U.S. portion) was not computed for destinations outside the United States.

³This table corresponds to table 24 in the 1967 report.

TABLE 25. PERSON-MILES FOR REGION OF DESTINATION—Distributions by Region of Destination, Type of Transport and Purpose of Trip: 1967
A. PERCENT DISTRIBUTION BY REGION OF DESTINATION¹

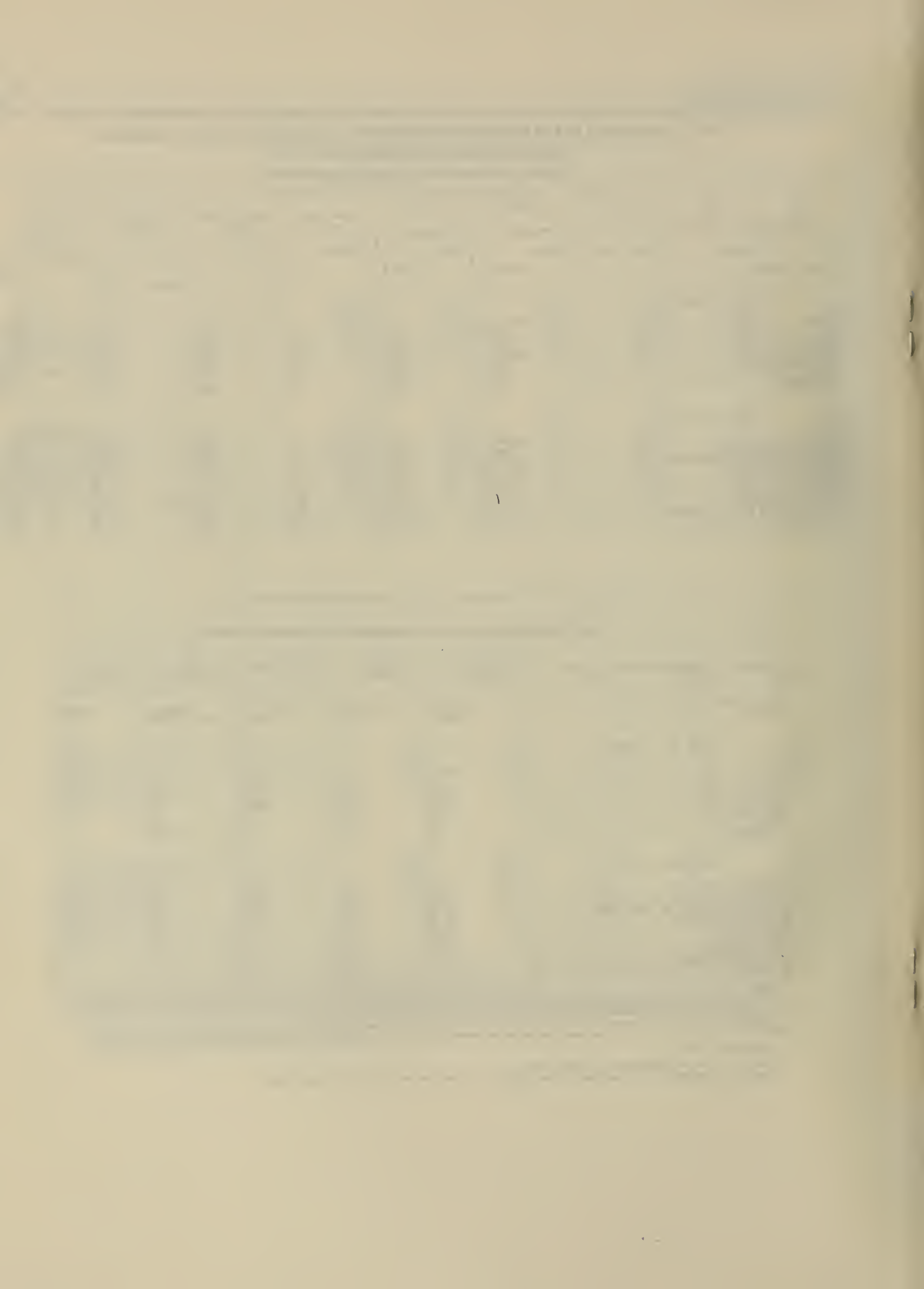
Type of transport and purpose of trip	Total person-miles ²		Northeast Region	North Central Region	South Region	West Region
	Millions	Percent				
TOTAL TRAVEL- - - - -	247775.1	100.0	14.3	22.7	34.9	28.1
TYPE OF TRANSPORT						
AUTO- - - - -	179566.0	100.0	14.1	24.5	37.6	23.7
BUS - - - - -	4823.6	100.0	19.3	17.9	35.4	23.4
TRAIN - - - - -	5793.2	100.0	13.6	26.7	27.0	32.7
COMMERCIAL AIR- - - - -	50992.9	100.0	15.0	16.8	26.3	41.9
SHIP AND BOAT - - - - -	177.3	100.0	17.1	12.3	53.9	16.8
OTHER - - - - -	6313.9	100.0	12.1	17.6	33.1	37.2
NO ANSWER - - - - -	120.1	100.0	6.2	18.7	67.2	7.9
PURPOSE OF TRIP						
BUSINESS- - - - -	41942.8	100.0	15.8	24.5	31.6	28.1
ATTEND CONVENTIONS- - - - -	7398.0	100.0	13.1	27.5	35.5	23.9
VISITS TO FRIENDS AND RELATIVES - - - - -	105176.4	100.0	14.4	24.4	36.5	24.6
OUTDOOR RECREATION- - - - -	25212.7	100.0	14.9	25.4	26.2	33.5
ENTERTAINMENT - - - - -	7595.6	100.0	14.6	17.7	27.9	39.8
SIGHTSEEING - - - - -	25289.8	100.0	10.8	9.6	38.2	41.4
OTHER PLEASURE- - - - -	5913.9	100.0	9.5	6.0	54.6	29.9
PERSONAL AND FAMILY AFFAIRS - - - - -	29048.2	100.0	15.6	26.2	36.2	22.0
NO ANSWER - - - - -	221.4	100.0	16.2	25.5	41.2	17.2

B. PERCENT DISTRIBUTION BY TYPE OF TRANSPORT AND PURPOSE OF TRIP¹

Type of transport and purpose of trip	United States (millions)	Northeast Region	North Central Region	South Region	West Region
TOTAL PERSON-MILES (MILLIONS) ² - - - - -	247775.1	35498.3	56177.6	86521.1	69601.6
PERCENT - - - - -	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT					
AUTO- - - - -	72.5	71.3	78.4	78.1	61.2
BUS - - - - -	1.9	2.6	1.5	2.0	1.9
TRAIN - - - - -	2.3	2.2	2.8	1.8	2.7
COMMERCIAL AIR- - - - -	20.6	21.6	15.2	15.5	30.7
SHIP AND BOAT - - - - -	.1	.1	-	.1	-
OTHER - - - - -	2.5	2.2	2.0	2.4	3.4
NO ANSWER - - - - -	-	-	-	.1	-
PURPOSE OF TRIP					
BUSINESS- - - - -	16.9	18.7	18.3	15.3	17.0
ATTEND CONVENTIONS- - - - -	3.0	2.7	3.6	3.0	2.5
VISITS TO FRIENDS AND RELATIVES - - - - -	42.4	42.8	45.7	44.4	37.2
OUTDOOR RECREATION- - - - -	10.2	10.6	11.4	7.6	12.1
ENTERTAINMENT - - - - -	3.1	3.1	2.4	2.4	4.3
SIGHTSEEING - - - - -	10.2	7.7	4.3	11.2	15.0
OTHER PLEASURE- - - - -	2.4	1.6	.6	3.7	2.5
PERSONAL AND FAMILY AFFAIRS - - - - -	11.7	12.8	13.6	12.1	9.2
NO ANSWER - - - - -	.1	.1	.1	.1	.1

Note: Detail may not add to totals due to rounding. Totals may vary slightly from 1967 National Travel Survey (NTS) published totals for trips, person-trips, and person-nights due to independent tabulation procedures used in this retabulation. See 1967 NTS Volume I for trip definitions, survey methodology, and trip, person-trip, and person-night data tables.
The 1967 National Travel Survey was a sample survey; however estimates of sampling variability for person-miles were not computed. Estimates of sampling variability for person-trips are contained in the 1967 National Travel Survey Volume, appendix B, page 87.

- Represents zero.
¹This table was not published in the 1967 report.
²Mileage (including the U.S. portion) was not computed for destinations outside the United States.



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1967 CENSUS OF TRANSPORTATION

Volume I

NATIONAL TRAVEL SURVEY

Issued July 1970

Data in this volume supersede data
previously published in the earlier report,
National Travel Survey, TC67-N1



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Preface

The census of transportation, together with the censuses of business, manufactures, and mineral industries, comprise the economic census program of the Bureau of the Census. This program is required by law under Title 13 of the United States Code, sections 131 and 224. The present economic census collects statistics for the year 1967. Future censuses are scheduled by law for 5-year intervals.

A large segment of transportation data is available from regulatory and other government agencies, and private organizations. For that reason, the statutory provisions concerning the census of transportation directed the Bureau to collect the kinds of data that were not publicly available from other sources. The objective was to avoid duplication and fill important gaps in transportation information.

The census of transportation was undertaken for the first time on a National basis in 1963. The 1967 census was taken under three separate surveys—National Travel, Truck Inventory and Use, and Commodity Transportation, each on a sample basis. The surveys are independent of each other and the results are published in three distinct series of reports.

1967 Census of Transportation Program

The 1967 Census of Transportation is comprised of three major surveys. Each survey, described below, was conducted separately and independently.

National Travel Survey

The National Travel Survey is concerned with the volume and characteristics of travel by residents of the United States during the year 1967. The survey consists of a nationwide probability sample of about 18,000 households who reported quarterly by mail. The data show the estimated number of households in which some one took one or more trips, persons who took at least one trip, person-trips, person-nights, and person-miles. Data are shown by such travel characteristics as means of transport, purpose of trip, duration of trip, distance, size of party, type of lodging, origin and destination regions, and by such household characteristics as family income level, occupation and education of household head, and age of traveler.

Final data are included in volume I of the 1967 Census of Transportation.

Truck Inventory and Use Survey

This survey presents data on the Nation's truck resources, other than vehicles owned by Federal, State, and local government agencies. The survey consists of a probability sample of motor truck licenses in each of the 50 States and the District of Columbia. The data show the number of trucks and tractor-trailer combinations, truck-miles, and average miles per truck, by such characteristics as major use, body type, body size, vehicle-size class, year

model, type of fuel, range of operation, vehicle type and axle arrangement, products carried, and maintenance.

Final data for each of the 50 States, the District of Columbia, the nine geographic divisions, and the United States as a whole, are contained in volume II of the 1967 Census of Transportation.

Commodity Transportation Survey

This survey presents data on the transportation and geographic distribution of commodities shipped intercity by the industrial sector of the United States. A probability sample of about 1.4 million bills of lading or other shipping documents was selected from the files of approximately 13,000 manufacturers throughout the country representing the universe of about 100,000 plants with total employment of 20 or more employees. The data are classified by (1) shipper groups and shipper classes, (2) geographic areas, such as production areas, geographic divisions, and selected States, and (3) commodity groups. Data are shown for tons and ton-miles by means of transport, length of haul, commodity, weight, origin and destination areas, size of plant based on total employment, and availability of transport facilities. Percentage distributions of shipments by means of transport, distance shipped, and availability of transportation facilities are also presented for smaller manufacturing establishments.

Final data are presented in volume III of the 1967 Census of Transportation which includes separate sections for shipper groups, geographic areas, and commodity groups.

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Chapter 1

Introduction

GENERAL

The National Travel Survey provides profiles of the volume and characteristics of travel by the civilian population of the United States. It is based on information obtained from a probability sample of households concerning trips that were taken by members of the household, including such aspects as who went, where, when, how long, by what means of transport, primary reason for trip, and related socioeconomic factors.

Travel is one of the major income-producing activities in the United States. In fact, travel-related services in some areas outrank all other classes of activity with respect to the generation of income and employment. The main objective of this survey is to provide data—principally on a national basis—for use by Federal and State agencies and other agencies and persons concerned with policy formation and promotional activities in the general field of travel.

The first National Travel Survey was taken in 1963 as part of the first Census of Transportation. The present census¹ is the second, and the third is scheduled, by law, for 1972.

MEASUREMENT OF TRAVEL

The only available source of information is the traveler or a responsible member of the family or household. The most effective means of collecting data is through personal interview or mail questionnaire.

The 1967 National Travel Survey is based on questionnaires mailed to a probability sample of about 12,000 households that represented the total civilian noninstitutional population of this country.²

¹ The 1967 Census of Transportation consists of three segments: (1) National Travel Survey, (2) Truck Inventory and Use Survey, and (3) Commodity Transportation Survey.

² This national sample was supplemented by about 6,000 households located in the major population centers in the Northeast Corridor (from Washington, D.C. to Boston, Mass.) to provide greater detail needed for the Highspeed Ground Transportation Program in that area by the Department of Transportation.

During the first quarter of 1967, a questionnaire was mailed to each of the households in the sample requesting information about trips taken by each member of the household "since New Year's Day." About 3 months later, a questionnaire was again sent to each household, listing the trips previously reported by that household and asking that the trip information be brought up to date—including any trips that had been taken in the earlier period but had been overlooked in the earlier report. The records for each household were similarly brought up to date for the fall quarter, and at the end of the year.³

With respect to the units of measure, such terms as "household," "trip," and "traveler" are so widely used that it may appear odd to devote space to a discussion of them in this introductory section. However, despite their common usage, there is a substantial diversity of interpretation even among people directly concerned with travel and its measurement. The following comments are designed to present not only the definitions of the key units of measurement used in this survey, but to show the relationship between them and other associated travel terms.

The key reporting unit from the standpoint of sampling and collecting travel information is the *household* which consists of all persons who occupy a housing unit, such as a house, apartment, or rooms that form separate living quarters. The terms "family" and "household" are similar but not identical. The major difference is that the household includes not only the family, but others who are not related to the head of the household but regularly live in the housing unit.⁴ The household occupies a central position in the survey principally because it forms an effective unit for sampling the total civilian noninstitutional population and provides a simple reference for a responsible person in the household when he or she is asked to report trips by all members.

The most critical unit for measuring the *volume* of travel is the "trip." This has proven to be very difficult, because a trip to some persons implies advance preparations and other activities associated with the general concept of travel or tourism, while others think almost anything that takes them out of town is a trip.

After pilot tests and extended discussions with travel-data users, it was decided that a

³ For a technical description of the sample design, survey form, and related matters, see appendixes.

⁴ Such as lodgers, foster children, employees, etc.

trip involved travel out of town overnight or on a 1-day round trip to a place at least 100 miles away from home. While that definition was clear and simple, it needed to be modified because it was too inclusive. The following types of travel were specifically *excluded* by definition: (1) Travel as part of an operating crew on a train, plane, bus, truck, or ship; (2) commuting to a place of work; (3) student trips to school or those taken while in school. These specified exceptions, when coupled with the vague, generally accepted, concepts of travel and tourism, apparently led to the exclusion of many types of more or less routine travel that would qualify as trips under a strict interpretation of the definition, but were not considered to be reportable trips by most people. Among these types of generally not-reported travel were frequent weekend trips to a summer cottage, or more or less regular overnight visits with friends and relatives in nearby towns, short trips to take care of "family affairs" in which neither business nor pleasure was involved, etc.

If anyone in the household had taken a trip during the reporting period, the form requested information for *each* trip, including such items as *who went* (that is, the names of persons in the household who went on a trip), *where* (if more than one destination, what was the most distant point), and *how many nights* were spent away from home, as well as other bits of information concerning the trip and the household.

As implied in the preceding paragraph, a trip is technically a "household trip" because it is an occasion in which one or more members of the household go together on a trip. This roughly corresponds with the "travel party" frequently used in travel analyses. The term "number of persons on trip" is used in this travel survey to avoid confusion with travel party in trade statistics which often include charter tours and other large "packages" that involve travelers from many households.

A *trip* involves going from the home town (that is, the permanent residence of the household) to a place that is at least 100 miles away and returning home the same day, or involves being out of town 1 or more nights. Consequently, a trip in the travel survey is technically a round trip that starts at home, goes to a destination, and returns home. For some purposes, especially for analyzing automobile travel, the trip is the best unit for measuring the volume of travel, but for other purposes a

better measurement is the number of person-trips. Both units are used in the travel survey. The term "person-trip" represents a person on a trip. For example, if three persons from the same household go together on a trip, the volume of travel is counted as three person-trips, but one trip. If one person goes alone on two different trips, that is counted as two person-trips and also two trips.

The term "person-trip" may appear superficially to correspond to a "passenger" as normally used in common-carrier data. However, this is not the case, because the number of passengers usually represents the number of tickets or "ticket stubs" picked up from passengers. For example, a person who went by rail from Washington, D.C., to Boston and returned would be counted as at least four "revenue passengers" and could be more depending on circumstances. This situation arises because at least two different rail carriers would be involved on both the outbound and the return segments of the trip. More specifically, a ticket stub would be picked up for the Washington to New York City segment and, because of a change in carrier at New York, a second stub would be picked up for the New York to Boston segment. A minimum of two more stubs would be counted for the return. If he were to stop over, say at Philadelphia, he would be counted as five rather than four passengers, because an additional stub would be picked up for the Philadelphia to Washington leg. Other situations could be suggested that would increase the total passenger count. In contrast, when a person is reported to have taken a trip in the National Travel Survey, he is counted as only one person-trip irrespective of the number of carriers or stop-offs (that is, ticket-stub equivalents) that may be involved in the *round trip*.

No effort has been made to develop conversion factors between person-trips and passengers, but there does not appear to be any simple basis for even roughly equating the two units. A doubling of the number of person-trips would convert most round-trips to a one-way equivalent, but some expansion factor would be needed to adjust for multiple trip legs. In addition, further expansion factors would be needed to account for multiple ticket lifts that depend on the number of carriers involved and other factors related to ticket issuance and collection.

On the other hand, the term "person-miles" in the travel survey is conceptually

comparable⁵ with "passenger-miles" in common-carrier statistics.

"Straight-line miles" is a term that is used in the travel survey, but not in common-carrier statistics. Its use in the survey arose because a low-cost computer system⁶ was available for calculating the distance between any two points in the United States. This method was considered to be superior to the traveler's concept of distances. The computation is essentially the air-line or "great circle" miles between the origin (home) and destination of each trip. Straight-line miles are shown in the report solely to classify travel into one-way trip-length categories. The straight-line distances also are used as the primary basis for estimating person-miles in which the straight-line distance from home to destination was doubled (to approximate two one-way legs) and then further increased to approximate actual route distance, by applying circuitry factors depending upon means of transport. Since mileages, including the U.S. portion of the trip, were not computed for trips to foreign destinations, the data shown in this report for person-miles cover only domestic travel.

Finally, the term "traveler" is vague in common usage and tends to be misleading as a technical term. It is generally avoided in the 1967 report, but is used at times as a general descriptive term to identify persons who travel in contrast to those who do not. This use of the term "traveler" is different from the usage adopted in 1963. The term "traveler" in 1963 is synonymous with "person-trips" in the 1967 survey. That section of the 1963 survey also used the term "traveler-nights" as the equivalent of "person-nights" in the 1967 report. However, the ambiguity of the term "traveler" was recognized in time for clarification in chapter 2 of the 1963 published report concerning "Frequency of Travel Among Households." The terms "person-trips," "person-trip-nights," and "person-trip-miles" as adopted in that chapter are synonymous with "person-trips," "person-nights," and "person-miles" in the 1967 report.

U.S. SUMMARY

About 108 million people, living in 38 million households took at least one trip during 1967.

⁵ They are conceptually comparable, because both units represent the aggregate distance that a person traveled without regard to the number of trips, legs, or other ticketing factors. In practice, however, the basis for mileage estimation differs among the carriers and between them and the survey. Comparisons of person-miles and passenger-miles should be treated as rough approximations. See appendix for the detailed basis for estimating person-miles.

⁶ Known as the PICADAD System.

A trip is defined as being out of town overnight or going to a place at least 100 miles away and returning home the same day.⁷

Those 108 million people were travelers in the sense that they took at least one trip. They went on 183 million trips (consisting of one or more persons from the household) or 361 million person-trips, as shown in table 1. They were out of town a total of nearly 1.6 billion person-nights and traveled about 312 billion person-miles.

The widespread nature of travel is shown in table 1 under "Distribution by trips and no trips." Someone in about 63 percent of all households in the United States took at least one trip, and about 55 percent of all civilians traveled sometime during the year. Conversely, about 45 percent of the people did not take any trips, as defined in this survey.

With respect to frequency of travel, table 1 shows that the average trip-taking household took 4.8 trips during the year, generated 9.5 person-trips, 41.5 person-nights away from home, and 8,184 person-miles.

The average traveler—a person who took one or more trips during the year—went on 1.7 trips, was gone about 14.6 nights, and traveled about 2,890 miles during 1967.

The average trip was composed of two persons from the household, who were out of town 8.6 person-nights and went 1,703 person-miles.

In terms of the person-trips, the average lasted 4.4 nights, involved 863 miles, and had a destination that was 314 miles (straight-line miles) away from home.

SEASONAL SUMMARY

As expected, the third quarter of the year (July-September) is the peak season, but the off-season travel volume is substantial. For example, the fourth quarter (October-December) and the first quarter (January-March) were the low-travel quarters but generated about 20 percent of the total annual person-trips, as compared with 36.5 percent during the peak period. The largest variation between the peak and low quarters is found in person-nights, in which the peak is over three times the low point. At the other extreme is the number of trips for which the peak quarter is about 1.5 times the low quarter.

⁷ See earlier discussion of this definition.

REGIONAL SUMMARY

For purposes of regional analyses, the United States has been divided into four broad regions shown by the map. The Northeast represents the densely populated northeastern section of the country from Pennsylvania and New Jersey northward. This region should not be confused with the "Northeast Corridor" which is a relatively narrow corridor along the Atlantic Coast from the District of Columbia to Boston, Mass. The West includes the Mountain and Pacific States and Alaska and Hawaii.

The North Central Region generated a larger volume of travel than any of the other three regions, as shown in table 2. More specifically, 33.8 million persons in 11.5 million households took 53.8 million trips or 112.2 million person-trips.

At the other extreme, the Northeast and West regions generated smaller travel volumes than the North Central and South regions.

The relative distribution of travel, by region, is shown in the area distribution section of table 2. The North Central Region originated between 29.3 and 31.3 percent of the total national travel, depending upon the unit of measurement under consideration. For example, 31.3 percent of the total travelers (that is, persons who took one or more trips) lived in the North Central Region, they took 29.3 percent of the total trips, accounted for 31.1 percent of the person-trips, 30.0 percent of the person-nights, and 30.6 percent of the person-miles.

The section in table 2 showing "Distribution by trip or no trip" is designed to measure the penetration of travel, in terms of households and persons. Travel was more widespread in the West than in the other regions. About 64.7 percent of the persons living in the West took at least one trip as compared with 49.6 percent in the Northeast and 54.8 percent in the Nation as a whole. Someone in 71.5 percent of the households took at least one trip as compared with 62.8 percent in the Nation. The West also led the other regions in most of the averages shown.

TABLE 1. SUMMARY--Travel by Quarter: 1967

Travel characteristics	1967 total	First quarter	Second quarter	Third quarter	Fourth quarter
VOLUME OF TRAVEL					
Households in which someone took at least one trip.....millions..	¹ 138.1	18.2	21.4	26.9	18.0
Persons who took at least one trip.....do.....	¹ 107.9	39.9	50.0	74.8	41.1
Trips involving one or more persons.....do.....	183.1	39.2	46.4	59.6	37.9
Person-trips.....do.....	361.2	70.1	88.5	131.9	70.7
Person-nights.....do.....	1,579.9	266.9	342.2	732.7	238.1
Person-miles.....billions..	311.8	59.4	75.7	118.5	58.2
DISTRIBUTION BY QUARTER					
Households in which someone took at least one trip.....percent..	¹ 100.0	47.8	56.2	70.6	47.2
Persons who took at least one trip.....do.....	¹ 100.0	37.0	46.3	69.3	38.1
Trips involving one or more persons.....do.....	100.0	21.4	25.3	32.6	20.7
Person-trips.....do.....	100.0	19.4	24.5	36.5	19.6
Person-nights.....do.....	100.0	16.9	21.6	46.4	15.1
Person-miles.....do.....	100.0	19.1	24.3	38.0	18.6
DISTRIBUTION BY TRIPS AND NO TRIPS					
Total households.....percent..	100.0	100.0	100.0	100.0	100.0
Households which took one or more trips ²do.....	62.8	31.0	38.2	47.9	33.2
Households in which no one took a trip.....do.....	37.2	69.0	61.8	52.1	66.8
Total persons.....do.....	100.0	100.0	100.0	100.0	100.0
Persons who took one or more trips ²do.....	54.8	21.0	27.4	40.6	23.1
Persons who took no trips.....do.....	45.2	79.0	72.6	59.4	76.9
AVERAGE PER UNIT OF MEASURE					
Households taking at least one trip:					
Trips.....number..	4.8	2.2	2.2	2.2	2.1
Person-trips.....do.....	9.5	3.9	4.1	4.9	3.9
Person-nights.....do.....	41.5	14.7	16.0	27.2	13.2
Person-miles.....do.....	8,184.0	3,264.0	3,537.0	4,405.0	3,233.0
Persons who took at least one trip:					
Trips.....do.....	1.7	1.0	.9	.8	.9
Nights.....do.....	14.6	6.7	6.8	9.8	5.8
Miles.....do.....	2,890.0	1,489.0	1,514.0	1,584.0	1,416.0
Trips involving one or more persons:					
Persons on trip.....do.....	2.0	1.8	1.9	2.2	1.9
Person-nights.....do.....	8.6	6.8	7.4	12.3	6.3
Person-miles.....do.....	1,703.0	1,515.0	1,631.0	1,988.0	1,536.0
Person-trips:					
Nights.....do.....	4.4	3.8	3.9	5.6	3.4
Round-trip miles ³do.....	863.0	847.0	855.0	898.0	823.0
Straight-line miles, one-way.....do.....	314.0	308.0	311.0	327.0	299.0

¹The sum of the four quarters exceeds total for the year because each household and each person is counted once in each quarter a trip was taken, but counted only once for the year.

²Based on percentage of total households and persons in sample who reported one or more trips for period shown.

³Round-trip miles are estimated round-trip actual or "route" miles, unless specified as straight-line miles; round-trip miles are double the calculated one-way straight-line miles plus a circuitry factor depending on type of transport. Bus and rail direct routes tend to be about 25 percent longer than straight-line. Automobiles were assigned the 25 percent highway circuitry plus another 25 percent because of a general tendency to take "side trips" and interesting or fastest, rather than shortest routes. Air miles as flown tend to be about 15 percent longer than straight-line. On the average, round-trip miles as estimated by the survey are about 2.75 times the straight-line distance.

Note: Mileage (including the U.S. portion) was not computed for destinations outside the United States.

TABLE 2. SUMMARY--Travel by Region of Origin: 1967

Travel characteristics	U.S. total, 1967	Region of origin ¹			
		Northeast	North Central	South	West
VOLUME OF TRAVEL					
Households in which someone took at least one trip.....millions..	38.1	8.3	11.5	10.9	7.4
Persons who took at least on trip.....do.....	107.9	22.9	33.8	30.0	21.2
Trips involving one or more persons.....do.....	183.1	37.8	53.8	52.7	38.8
Person-trips.....do.....	361.2	72.1	112.2	100.7	76.2
Person-nights.....do.....	1,579.9	358.8	474.3	411.0	335.8
Person-miles.....billions..	311.8	67.8	95.3	80.6	68.1
DISTRIBUTION BY REGION OF ORIGIN					
Households in which someone took at least one trip.....percent..	100.0	21.8	30.2	28.6	19.4
Persons who took at least one trip.....do.....	100.0	21.2	31.3	27.8	19.7
Trips involving one or more persons.....do.....	100.0	20.7	29.3	28.8	21.2
Person-trips.....do.....	100.0	20.0	31.1	27.8	21.1
Person-nights.....do.....	100.0	22.7	30.0	26.0	21.3
Person-miles.....do.....	100.0	21.7	30.6	25.8	21.9
DISTRIBUTION BY TRIPS AND NO TRIPS					
Total households.....percent..	100.0	100.0	100.0	100.0	100.0
Households which took one or more trips ² ..do.....	62.8	57.4	64.5	60.3	71.5
Households in which no one took a trip....do.....	37.2	42.6	35.5	39.7	28.5
Total persons.....do.....	100.0	100.0	100.0	100.0	100.0
Persons who took one or more trips ²do.....	54.8	49.6	57.8	50.4	64.7
Persons who took no trips.....do.....	45.2	50.4	42.2	49.6	35.3
AVERAGE PER UNIT OF MEASURE					
Households taking at least one trip:					
Trips.....number..	4.8	4.6	4.7	4.8	5.2
Person-trips.....do.....	9.5	8.7	9.8	9.2	10.3
Person-nights.....do.....	41.5	43.2	41.2	37.7	45.4
Person-miles.....do.....	8,184.0	8,169.0	8,287.0	7,394.0	9,203.0
Persons who took at least one trip:					
Trips.....do.....	1.7	1.7	1.6	1.8	1.8
Nights.....do.....	14.6	15.7	14.0	13.7	15.8
Miles.....do.....	2,890.0	2,974.0	2,820.0	2,687.0	3,212.0
Trips involving one or more persons:					
Persons on trip.....do.....	2.0	1.9	2.1	1.9	2.0
Person-nights.....do.....	8.6	9.5	8.8	7.8	8.7
Person-miles.....do.....	1,703.0	1,794.0	1,775.0	1,529.0	1,755.0
Person-trips:					
Nights.....do.....	4.4	5.0	4.2	4.1	4.4
Round-trip miles ³do.....	863.0	940.0	849.0	800.0	894.0
Straight-line miles, one way.....do.....	314.0	342.0	309.0	290.0	325.0

¹See map of geographic regions on page 66.

²Based on percentage of total households and persons in sample who reported one or more trips during the year.

³Round-trip miles are estimated round-trip actual or "route" miles, unless specified as straight-line miles; round-trip miles are double the calculated one-way straight-line miles plus a circuitry factor depending on type of transport. Bus and rail direct routes tend to be about 25 percent longer than straight-line. Automobiles were assigned the 25 percent highway circuitry plus another 25 percent because of a general tendency to take "side trips" and interesting or fastest, rather than shortest routes. Air miles as flown tend to be about 15 percent longer than straight-line. On the average, round-trip miles as estimated by the survey are about 2.75 times the straight-line distance.

Note: Mileage (including the U.S. portion) was not computed for destinations outside the United States.

Chapter 2

1967 National Travel Profiles

GENERAL

This chapter deals with travel on a national basis during the year 1967, in contrast to the quarterly travel patterns shown in chapter 3 and regional travel flows in chapter 4.

As discussed earlier (see "Measurement of Travel" in chapter 1), the volume of travel is measured in terms of the number of (1) households in which someone took at least one trip during 1967, (2) persons who took at least one trip during the year, (3) trips involving one or more persons, (4) person-trips, (5) person-nights, and (6) person-miles.

PERSON PROFILES

The "profiles" show the outline or relative distribution of travel by characteristics of the travelers, their households, classes of travel, and other attributes. For example, tables 3 and 4 present a series of six profiles as measured by the number of *persons* who took one or more trips during 1967. These profiles are the following:

1. Family income level
2. Occupation of head of household
3. Education of head of household
4. Region in which the travelers live
5. Type of area
6. Age of traveler

HOUSEHOLD PROFILES

A similar series of profiles is shown for the number of *households* in which travelers lived (table 5), except that five rather than six profiles are presented. The difference between the two series stems from the fact that households with two or more travelers could not be classified by age of traveler.

TRAVEL PROFILES

A larger variety of profiles are shown for travel based on such units of measure as *person-trips*, *person-miles*, and *person-nights*. For example, table 7, based on person-trips, pre-

sents the following nine profiles for the U.S. total and for each means of transport:

1. Purpose of trip
2. Vacation travel
3. Size of party
4. Time duration
5. Distance (one-way)
6. Family income level
7. Occupation of household head
8. Education of household head
9. Area of origin

The distributions shown in these tables appear to be self-explanatory, except for two: (1) "Vacation travel" as a classification that is independent of "Purpose of trip," and (2) "Area of origin."

With respect to *vacation travel*, each trip was classified as to whether it was (or was not) a vacation, as well as (aside from vacation) its major purpose. In this sense, "vacation" was not a purpose but a type of occasion. The "purpose of trip" refers to the primary reason for taking the trip, such as for business, visiting friends and relatives, outdoor recreation, etc. The dual classification was used principally to obtain a measurement of the volume and characteristics of vacation travel, as well as to clarify the response concerning the principal purpose of trip. Although some travelers reported that the primary purpose of a vacation trip was to take a vacation, they were relatively few in number. Those trips, of course, were counted as vacation trips, but were classified as "other pleasure" with respect to the purpose of trip. That is the reason vacation does not appear as a purpose of trip.

The other profile that needs amplification is the *area of origin*. This profile is intended to show similarities and contrasts in travel patterns between persons who live in the major population centers and those who live in the urban and rural areas outside of those centers. Each major population center is a Standard Metropolitan Statistical Area (SMSA) as defined by the Bureau of the Budget for use in government statistics. An SMSA is an area which contains at least one city (or "twin cities") of 50,000 or more inhabitants. The area normally consists of the county in which the central city is located plus adjacent counties (if any) that are essentially metropolitan in character and are socially and economically integrated with the central city. The classification used in this report has three divisions:

1. "In SMSA—in central city" which represents persons who live in the central

cities of the Standard Metropolitan Statistical Areas.

2. "In SMSA—outside of central city" which represents persons who live in areas that may be roughly characterized as the suburbs.
3. "Non-SMSA" which includes all areas (urban and rural) outside of the SMSA's.

In terms of population, these three type-of-area classes are roughly equal. About 30.6 percent of the total population live in the central cities of SMSA's, about 33.9 percent live in the suburbs (that is, in SMSA's but outside of central cities), and 35.5 percent live outside of SMSA's.

GUIDE TO PROFILES

The above-mentioned profiles are shown as household and travel "characteristics" in the detailed tables at the end of this chapter. A guide to the tables, by unit of measurement, is as follows:

- Persons who took one or more trips (tables 3 and 4)
- Households in which someone took a trip (table 5)
- Trips and person-trips (table 6)
- Person-trips (tables 7 and 8)
- Person-nights (tables 9 to 11)
- Person-miles (tables 12 and 13)
- Vacation travel (tables 14 and 15)

HIGHLIGHTS

FAMILY INCOME. The question frequently asked is relatively how much of the travel market is generated by persons in various family-income levels. The answer, as indicated by table A, depends upon the units used to measure the travel market. For example, of the 107.9 million people who took one or more trips during the year, about 20.9 percent of them had annual family incomes of less than \$5,000, but lived in 26.8 percent of the total households in which someone took a trip. They generated about 16.3 percent of the total person-trips, spent about 20.8 percent of the total person-nights out of town, and traveled about 17.2 percent of the total person-miles.

At the other end of the income spectrum, are travelers in the \$15,000-and-above family-income level. They represent about 8.0 percent of the total persons who took at least one trip during the year, and are members of about 6.6 percent of the total households in which someone took a trip. They account for about 11 percent of the total travel in terms of person-trips, person-nights, or person-miles.

The largest generator of travel shown in the table is the \$7,500-to-\$14,999 income level. That class includes 36.2 percent of the total travelers (persons who took at least one trip) who lived in 32.1 percent of the households in which someone took a trip. They generated about 40 percent of the total person-trips and person-miles, and about 36.7 percent of the person-nights. That lower relative number of nights reflects shorter-than-average duration of

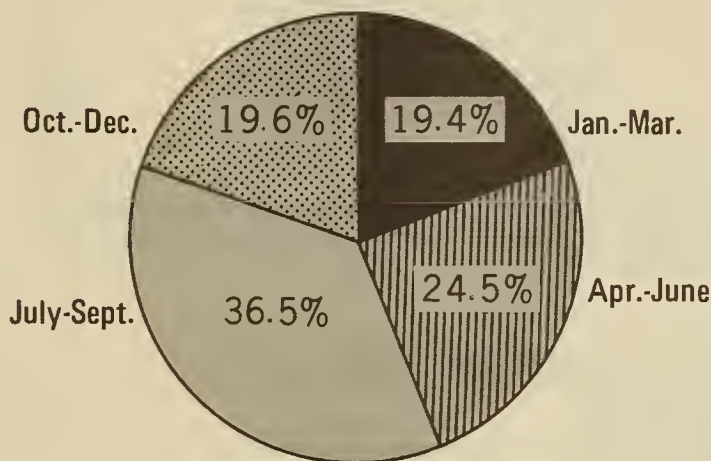
Table A. Distribution of Travel by Family Income Level: 1967
(Percent of U.S. total)

Family income level	Persons who took one or more trips	Households in which someone took at least one trip	Person-trips	Person-nights	Person-miles ¹
Total	100.0	100.0	100.0	100.0	100.0
Less than \$5,000	20.9	26.8	16.3	20.8	17.2
\$5,000 to \$7,499	25.2	23.8	23.3	20.9	22.5
\$7,500 to \$14,999	36.2	32.1	39.6	36.7	40.0
\$15,000 and more	8.0	6.6	11.3	11.1	11.1
No answer	9.7	10.7	9.5	10.5	9.2

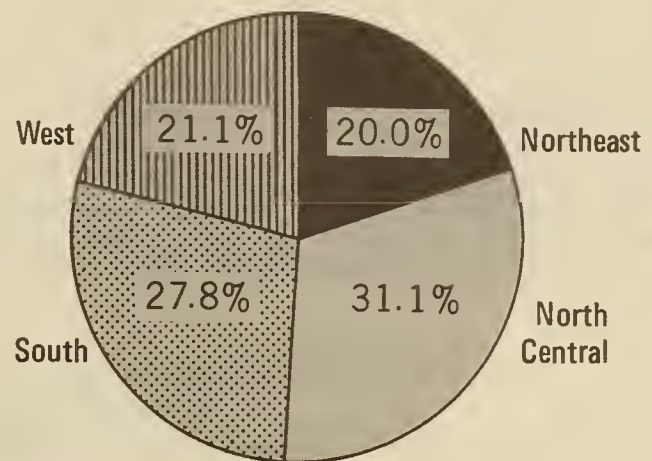
¹ Mileage (including the U.S. portion) was not computed for destinations outside the United States.

Figure 1

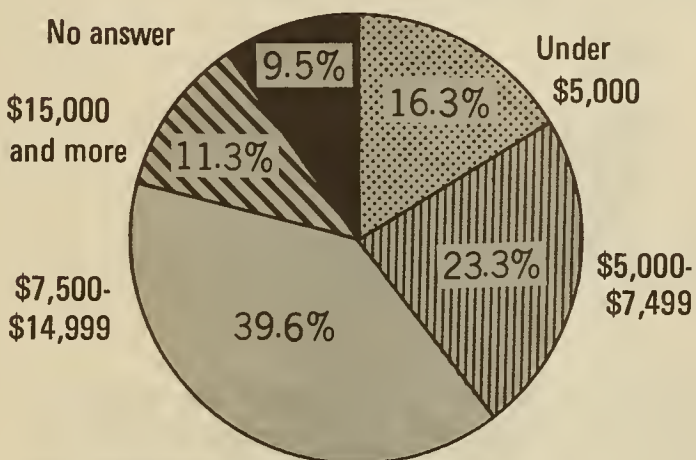
Profiles of Travel Based on 361.2 Million Person-Trips



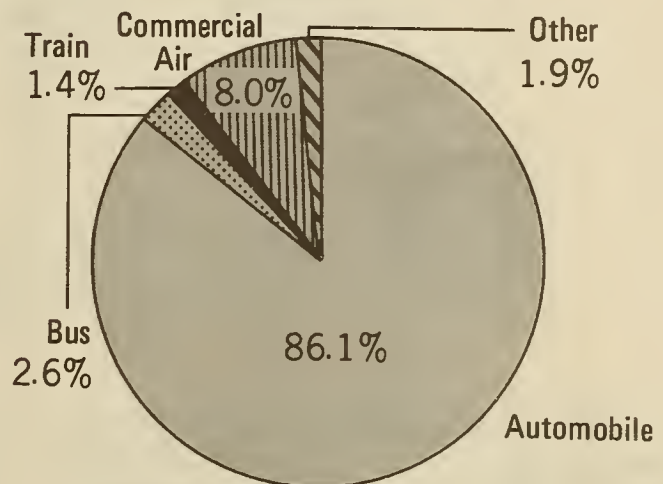
Period of Travel



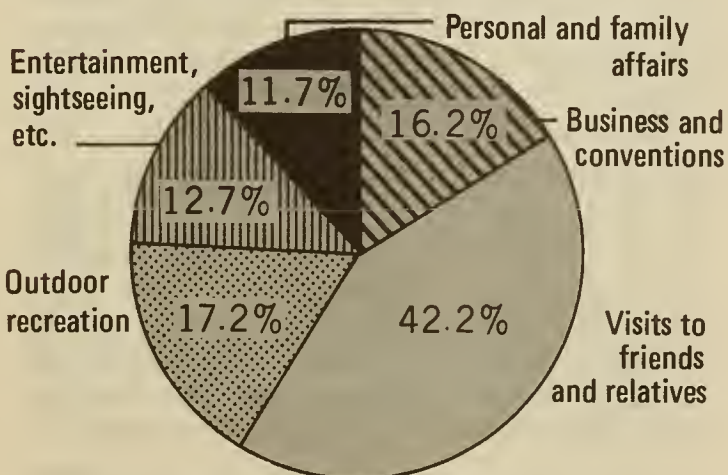
Region of Travel Origin



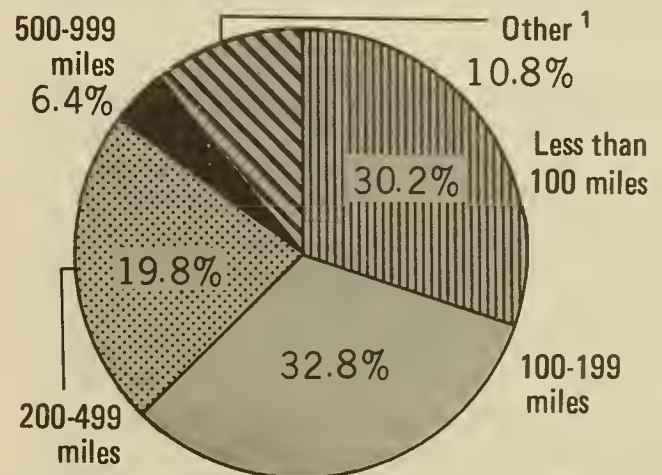
Family Income Level



Means of Transport



Purpose of Travel



Length of Trip

¹ Includes travel outside U.S.

Table B. Distribution of Travel by Means of Transport: 1967
(Percent of U.S. total)

Type of transport	Trips (one or more persons)	Person-trips	Person-nights	Person-miles ¹
Total	100.0	100.0	100.0	100.0
Automobile	78.9	86.1	74.7	77.0
Bus	4.1	2.6	3.5	1.9
Train	1.9	1.4	2.8	2.0
Commercial air	12.6	8.0	14.9	16.8
Combination and other .	2.5	1.9	4.1	2.3

¹Person-miles (including the U.S. portion) were not estimated for trips involving destinations outside of the 50 States. If mileage of trips to foreign destinations had been included, commercial air and especially combination and other (including water) would have been larger and reduced the shares shown for auto, bus, and rail.

Table C. Distribution of Travel by Occasion: 1967
(Percent of U.S. total)

Occasion for travel	Person-trips	Person-nights	Person-miles ¹
Total	100.0	100.0	100.0
Vacation	43.6	61.4	50.0
Not vacation	50.6	32.9	44.5
No answer	5.8	5.7	5.5

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.

trips, probably attributable mainly to a difference in "travel mix." This class and the \$5,000-to-\$7,499 income level tend to have a larger-than-average share of business trips which tend to be short in terms of nights away from home.

MEANS OF TRANSPORT. Variations in profiles are shown for travel by type of transport, in table B. While automobile is the dominant carrier no matter which basis is used, its relative share is largest in terms of the number of person-trips because automobile travel tends to involve two or more persons from a household more frequently than trips by other means of transport. More specifically, autos were used for 86.1 percent of the person-trips as compared with 78.9 percent of the trips or "travel parties." In contrast, air travel tends to involve small "parties" (one or two persons) and consequently generates a larger relative share of

the "trips" than "person-trips." As shown in table B, commercial air accounted for 12.6 percent of the trips (one or more persons), as compared with 8.0 percent of the person-trips. Since air travel tends to be longer in distance and duration than travel generally, it accounted for 14.9 percent of the person-nights and 16.8 percent of the person-miles.

OCCASION AND PURPOSE OF TRIP. As used in this report, a "vacation" is an occasion which frequently but not necessarily, presents an opportunity for taking a trip. Some vacations are spent at home, some for visiting friends and relatives, some for taking care of personal and family affairs, and some for outdoor recreation and other travel purposes.

Of the 361.2 million person-trips, almost half of them were taken as a vacation (see

Table D. Distribution of Travel by Purpose of Trip: 1967
(Percent of U.S. total)

Purpose of trip	Person-trips	Person-nights	Person-miles ¹
Total	100.0	100.0	100.0
Business and conventions	16.2	13.1	17.8
Visits to friends and relatives ...	42.2	42.1	43.7
Outdoor recreation	17.2	17.0	11.0
Entertainment, sightseeing, and other pleasure	12.7	17.6	14.2
Personal and family affairs ²	11.7	10.2	13.3

¹ Mileage (including the U.S. portion) was not computed for destinations outside the United States.

² Includes from 0.1 to 0.3 percent which were not classifiable by purpose of trip.

Table E. Distribution of Vacation Travel by Purpose of Trip: 1967
(Percent of U.S. total)

Purpose of trip	Person-trips	Person-miles ¹	Person-nights
Total	100.0	100.0	100.0
Visit friends and relatives	46.5	56.0	48.6
Business and convention	1.3	1.6	1.8
Outdoor recreation	27.1	16.1	22.9
Entertainment, sightseeing, and other pleasure	22.3	23.1	24.2
Personal and family affairs ...	2.8	3.2	2.5

¹ Mileage (including the U.S. portion) was not computed for destinations outside the United States.

table C). Specifically, 43.6 percent of the total person-trips were reported as a vacation and 50.6 percent were not a vacation. This information was not given for the remaining 6 percent. Since vacation trips tend to have longer duration than others, vacation travel generated nearly two-thirds of the total person-nights but about half of the total person-miles.

Turning to the profile, purpose of travel, "Visiting friends and relatives" is the major reason, accounting for about 42 or 43 percent of the total irrespective of the unit used to measure travel (see table D). "Entertainment, sightseeing, and other pleasure" accounted for a larger percent of person-nights than of either person-trips or person-miles.

"Outdoor recreation" accounted for about 17 percent of the person-trips and person-nights, but tended to involve shorter distances than average, which accounted for a lower proportion (11 percent) of person-miles.

Business and convention travel tends to be shorter than average with respect to duration—generating about 13 percent of the total person-nights as compared with 16.2 and 17.8 percent of the person-trips and person-miles, respectively.

VACATION TRAVEL. This section deals specifically with travel that was reported as "vacation," which generated about 157.5 million person-trips, 970.3 million person-nights, and 155.8 billion person-miles. The average person-trip

Table F. Distribution of Vacation Travel by Means of Transport: 1967
(Percent of U.S. total)

Type of transport	Trips (one or more persons)	Person-trips	Person-miles ¹	Person-nights
Total	100.0	100.0	100.0	100.0
Automobile	81.0	87.3	80.1	75.7
Bus	4.6	2.5	1.9	3.1
Train	2.3	1.6	2.5	2.9
Commercial air	9.5	6.4	13.2	13.8
Other	2.6	2.2	2.3	4.5

¹ Mileage (including the U.S. portion) was not computed for destinations outside the United States.

Table G. Distribution of Travel by Length of Trip: 1967
(Percent of U.S. total)

Straight-line miles one way	Person-trips	Person-nights	Person-miles ¹
Total	100.0	100.0	100.0
Less than 100 miles	30.2	19.2	6.4
100 to 199 miles	32.8	17.4	15.6
200 to 499 miles	19.8	20.6	19.8
500 to 999 miles	6.4	14.6	14.4
1,000 miles and more	6.1	17.9	43.8
Outside United States	4.1	9.9	-
No answer6	.4	-

¹ Mileage (including the U.S. portion) was not computed for destinations outside the United States.

on vacation lasted slightly more than 6 nights and involved almost 1,000 miles round trip. As mentioned in the preceding section, about 43.6 percent of the total number of person-trips were reported as being taken on a vacation.

The primary purpose of almost half of all vacation trips was to visit friends and relatives (table E). The other half of vacation trips was about equally divided between outdoor recreation and the general class, "Entertainment, sightseeing, and other pleasure." A small portion of vacation trips was reported to have been taken principally to attend to personal or family affairs and to attend conventions or other business.

Automobiles are the dominant means of transport. They were used for 87 percent of the total person-trips and about 80 percent of the person-miles (table F). Commercial air is the second primary transport, being used for 6 percent of the total person-trips and 13 percent of the person-miles. If distances traveled outside of the United States had been included, the relative shares of person-miles attributed to air and "Other" (because of ocean travel) would have been larger.

TRIP LENGTH. Trip length is based on the straight-line distance (miles) between the traveler's permanent residence and the desti-

nation of the trip, without allowance for circuitry. To illustrate the difference between "straight-line" and "person-miles," the average trip involved going to a destination that was about 314 straight-line miles away as compared with about 432 person-miles that approximate the actual one-way route distance.¹

About 30.2 percent of all person-trips involved going to places that were less than 100 straight-line miles from home (see table G). Since, by definition, trips of less than 100 miles were to be reported (and were counted) only if they involved being out of town at least overnight, this represents only the overnight portion of short trips. They generated about

19 percent of the person-nights and about 6 percent of the total person-miles.

About one-third of all person-trips involved travel in the 100-to-200 mile range, but the relative volume dropped sharply for longer distances. On the other hand, the leading travel range in terms of person-miles was trips of 1,000 or more straight-line miles one way. This range accounted for about 44 percent of the total person-miles, even without benefit of person-miles outside of the United States.

It is interesting to note that each of the distance ranges accounted for roughly equal numbers of person-nights, except outside of the United States. This reflects a tendency for longer trips (in terms of distance) to also be longer in duration.

¹ For further discussion, see footnote 3 at end of table 1, chapter 1.

TABLE 3. PERSONS WHO TOOK ONE OR MORE TRIPS--Distributions by Household Characteristics: 1967

Household characteristics	Millions of persons	Percent distribution	Household characteristics	Millions of persons	Percent distribution
Total persons who took one or more trips	107.9	100.0	EDUCATION OF HOUSEHOLD HEAD--Con.		
			College.....	36.5	33.8
			No answer.....	1.0	.9
FAMILY INCOME LEVEL			REGION OF RESIDENCE		
Less than \$2,000.....	4.6	4.3	Northeast.....	22.9	21.2
\$2,000 to \$2,999.....	4.1	3.8	North Central.....	33.8	31.4
\$3,000 to \$3,999.....	6.1	5.6	South.....	30.0	27.8
\$4,000 to \$4,999.....	7.7	7.2	West.....	21.2	19.6
\$5,000 to \$5,999.....	11.0	10.2			
\$6,000 to \$7,499.....	16.2	15.0	AREA OF ORIGIN		
\$7,500 to \$9,999.....	20.5	19.0	In SMSA--in central city.....	29.7	27.5
\$10,000 to \$14,999.....	18.6	17.2	In SMSA--outside central city.....	40.1	37.3
\$15,000 to \$24,999.....	6.6	6.1	Non-SMSA.....	38.1	35.2
\$25,000 and more.....	2.0	1.9			
No answer.....	10.5	9.7	AGE OF TRAVELER		
OCCUPATION OF HOUSEHOLD HEAD			Under 6 years.....	12.9	12.0
Professional and managerial workers.....	34.5	32.0	6 to 11 years.....	13.3	12.3
Clerical and sales workers.....	13.0	12.0	12 to 17 years.....	12.1	11.2
Craftsmen, operatives, and laborers.....	38.6	35.8	18 to 24 years.....	10.3	9.6
Service and private workers.....	4.8	4.4	25 to 34 years.....	13.8	12.8
Other ¹	17.0	15.8	35 to 44 years.....	14.9	13.8
EDUCATION OF HOUSEHOLD HEAD			45 to 54 years.....	13.7	12.6
No school or elementary only.....	17.7	16.5	55 to 64 years.....	9.6	8.9
High school.....	52.7	48.8	65 years and over.....	7.0	6.5
			No answer.....	.3	.3

¹Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 4. PERSONS WHO TOOK ONE OR MORE TRIPS--Distributions by Trip Frequency and Household Characteristics: 1967

A. DISTRIBUTION BY TRIP FREQUENCY

Household characteristics	Persons		Percent distribution by trip frequency						
	Millions	Percent	1 trip	2 trips	3 to 4 trips	5 to 9 trips	10 to 15 trips	16 to 19 trips	20 trips and more
Total persons who took one or more trips.....	107.9	100.0	38.1	20.8	20.6	14.6	4.0	0.8	1.1
FAMILY INCOME LEVEL									
Less than \$4,000.....	14.8	100.0	49.6	20.3	17.1	9.7	2.5	.2	.6
\$4,000 to \$7,499.....	34.9	100.0	41.2	21.5	19.6	13.1	3.4	.7	.5
\$7,500 to \$9,999.....	20.5	100.0	36.6	20.7	21.3	15.5	4.2	.7	1.0
\$10,000 to \$14,999.....	18.6	100.0	31.2	21.0	22.7	17.2	5.2	.9	1.8
\$15,000 to \$24,999.....	6.6	100.0	26.8	18.4	23.1	20.5	6.2	2.3	2.7
\$25,000 and more.....	2.0	100.0	22.4	19.1	23.1	23.2	8.0	2.1	2.1
No answer.....	10.5	100.0	37.0	21.7	21.9	14.5	3.2	.5	1.2
OCCUPATION OF HOUSEHOLD HEAD									
Professional and managerial workers..	34.5	100.0	30.3	20.7	22.3	18.1	5.8	1.2	1.6
Clerical and sales workers.....	13.0	100.0	38.4	19.9	20.8	14.9	3.7	.7	1.6
Craftsmen, operatives, and laborers..	38.6	100.0	42.4	21.1	20.0	12.3	3.0	.6	.6
Service and private workers.....	4.8	100.0	49.6	23.2	14.8	8.2	2.0	.6	1.6
Other ¹	17.0	100.0	41.0	20.8	20.0	14.1	3.1	.4	.6
EDUCATION OF HOUSEHOLD HEAD									
No school or elementary only.....	17.7	100.0	49.6	21.7	17.2	8.9	2.0	.2	.4
High school.....	52.7	100.0	42.2	20.8	19.6	13.1	2.8	.6	.9
College.....	36.5	100.0	26.7	20.8	23.7	19.5	6.4	1.3	1.6
No answer.....	1.0	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)
REGION OF RESIDENCE									
Northeast.....	22.9	100.0	42.5	20.6	18.3	12.6	4.3	.7	1.0
North Central.....	33.8	100.0	39.3	21.0	20.3	13.6	3.9	.8	1.1
South.....	30.0	100.0	37.8	21.3	20.3	15.4	3.5	.7	1.0
West.....	21.2	100.0	32.3	20.4	24.0	17.2	4.3	.8	1.0
AREA OF ORIGIN									
In SMSA--in central city.....	29.7	100.0	39.9	20.0	19.4	14.2	4.3	1.0	1.2
In SMSA--outside central city.....	40.1	100.0	36.7	21.4	21.2	15.0	3.8	.7	1.2
Non-SMSA.....	38.1	100.0	38.3	20.9	20.9	14.5	3.9	.7	.8
AGE OF TRAVELER									
Under 6 years.....	12.9	100.0	43.4	20.7	20.6	11.7	3.0	.5	.1
6 to 11 years.....	13.3	100.0	43.8	22.9	18.9	12.1	1.7	.3	.3
12 to 17 years.....	12.1	100.0	45.4	21.8	19.1	10.9	2.1	.4	.3
18 to 24 years.....	10.3	100.0	41.6	21.2	18.1	13.3	4.4	.6	.8
25 to 34 years.....	13.8	100.0	31.2	20.4	22.9	16.7	6.1	1.3	1.4
35 to 44 years.....	14.9	100.0	32.8	19.9	21.2	17.7	5.1	1.0	2.3
45 to 54 years.....	13.7	100.0	32.3	20.3	21.8	17.8	4.9	1.1	1.8
55 to 64 years.....	9.6	100.0	32.5	20.3	22.5	16.6	5.3	1.3	1.5
65 years and over.....	7.0	100.0	43.5	20.5	19.7	13.3	2.1	.2	.7
No answer.....	.3	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)

¹Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

²Not distributed.

TABLE 4. PERSONS WHO TOOK ONE OR MORE TRIPS--Distributions by Trip Frequency and Household Characteristics: 1967 --Continued

B. DISTRIBUTION BY HOUSEHOLD CHARACTERISTICS

Household characteristics	Total	Number of trips during year					
		1 trip	2 trips	3 to 4 trips	5 to 9 trips	10 to 15 trips	16 trips and more
Persons who took one or more trips:							
Millions.....	107.9	41.2	22.5	22.2	15.7	4.3	2.0
Percent.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic						
FAMILY INCOME LEVEL							
Less than \$4,000.....	13.7	17.9	13.3	11.4	9.2	8.7	5.5
\$4,000 to \$7,499.....	32.4	35.0	33.3	30.8	29.1	27.6	20.7
\$7,500 to \$9,999.....	19.0	18.3	18.8	19.6	20.2	20.0	18.2
\$10,000 to \$14,999.....	17.2	14.0	17.4	19.0	20.3	22.6	26.0
\$15,000 to \$24,999.....	6.1	4.3	5.4	6.8	8.6	9.5	16.7
\$25,000 and more.....	1.9	1.1	1.7	2.1	2.9	3.7	4.2
No answer.....	9.7	9.4	10.1	10.3	9.7	7.9	8.7
OCCUPATION OF HOUSEHOLD HEAD							
Professional and managerial workers.....	32.0	25.4	31.6	34.6	39.8	46.7	48.8
Clerical and sales workers.....	12.0	12.1	11.5	12.2	12.3	11.4	15.4
Craftsmen, operatives, and laborers.....	35.8	39.8	36.2	34.7	30.2	27.3	22.1
Service and private workers.....	4.4	5.8	5.0	3.2	2.5	2.2	5.3
Other ¹	15.8	16.9	15.7	15.3	15.2	12.4	8.4
EDUCATION OF HOUSEHOLD HEAD							
No school or elementary only.....	16.5	21.4	17.0	13.7	9.9	8.3	.6
High school.....	48.8	54.0	48.6	46.3	44.0	34.9	39.3
College.....	33.8	23.6	33.8	39.0	45.1	54.5	54.5
No answer.....	.9	1.0	.6	1.0	1.0	2.3	5.6
REGION OF RESIDENCE							
Northeast.....	21.2	23.6	20.9	18.8	18.3	22.9	19.6
North Central.....	31.4	32.3	31.5	30.9	29.1	31.2	33.8
South.....	27.8	27.5	28.4	27.5	29.4	24.7	26.8
West.....	19.6	16.6	19.2	22.8	23.2	21.2	19.8
AREA OF ORIGIN							
In SMSA--in central city.....	27.5	28.7	26.3	25.9	26.7	29.5	33.0
In SMSA--outside central city.....	37.3	35.9	38.3	38.4	38.3	35.5	38.8
Non-SMSA.....	35.2	35.4	35.4	35.7	35.0	35.0	28.2
AGE OF TRAVELER							
Under 6 years.....	12.0	13.6	11.9	12.0	9.6	9.1	4.0
6 to 11 years.....	12.3	14.2	13.5	11.3	10.2	5.4	3.9
12 to 17 years.....	11.2	13.3	11.7	10.4	8.4	5.9	4.3
18 to 24 years.....	9.6	10.5	9.7	8.4	8.7	10.7	7.1
25 to 34 years.....	12.8	10.4	12.5	14.2	14.6	19.9	18.9
35 to 44 years.....	13.8	11.9	13.1	14.3	16.7	17.6	25.2
45 to 54 years.....	12.6	10.7	12.2	13.3	15.4	15.4	19.8
55 to 64 years.....	8.9	7.6	8.7	9.8	10.2	11.9	13.5
65 years and over.....	6.5	7.4	6.4	6.2	6.0	3.4	3.3
No answer.....	.3	.4	.3	.1	.2	.7	-

- Represents zero or rounds to zero.

¹Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 5. HOUSEHOLDS IN WHICH SOMEONE TOOK A TRIP--Distributions by Trip Frequency and Household Characteristics: 1967

A. DISTRIBUTION BY TRIP FREQUENCY

Household characteristics	Households		Percent distribution by trip frequency						
	Millions	Percent	1 trip	2 trips	3 to 4 trips	5 to 9 trips	10 to 15 trips	16 to 19 trips	20 trips and more
Total households in which someone took a trip.....	38.1	100.0	27.2	19.0	20.9	20.8	7.3	1.9	2.9
FAMILY INCOME LEVEL									
Less than \$2,000.....	2.7	100.0	44.7	23.1	19.2	8.9	2.7	.2	1.2
\$2,000 to \$2,999.....	2.1	100.0	47.1	19.8	17.7	11.9	2.0	.6	.9
\$3,000 to \$3,999.....	2.5	100.0	32.5	21.8	21.1	16.6	5.9	1.2	.9
\$4,000 to \$4,999.....	2.9	100.0	32.3	23.1	19.9	17.8	4.9	1.1	.9
\$5,000 to \$5,999.....	3.9	100.0	31.0	23.2	20.9	18.0	5.0	.3	1.6
\$6,000 to \$7,499.....	5.2	100.0	24.9	20.5	20.5	24.1	6.5	2.0	1.5
\$7,500 to \$9,999.....	6.5	100.0	24.6	17.3	23.3	22.0	7.9	2.0	2.9
\$10,000 to \$14,999.....	5.7	100.0	16.0	15.6	21.4	27.1	11.4	2.7	5.8
\$15,000 to \$24,999.....	2.0	100.0	13.7	7.9	16.7	28.9	16.6	7.2	9.0
\$25,000 and more.....	.6	100.0	4.3	12.4	18.8	28.3	17.6	8.1	10.5
No answer.....	4.0	100.0	28.0	18.8	22.7	19.9	6.4	1.1	3.1
OCCUPATION OF HOUSEHOLD HEAD									
Professional and managerial workers..	11.1	100.0	18.8	15.2	20.4	25.2	11.9	3.3	5.2
Clerical and sales workers.....	4.7	100.0	24.0	17.7	22.8	21.5	7.5	2.3	4.2
Craftsmen, operatives, and laborers..	12.6	100.0	30.3	21.6	20.9	19.3	5.2	1.2	1.5
Service and private workers.....	2.0	100.0	39.9	22.5	18.5	12.4	3.0	1.3	2.4
Other ¹	7.7	100.0	33.0	20.1	21.0	18.2	5.4	.9	1.4
EDUCATION OF HOUSEHOLD HEAD									
No school or elementary only.....	7.5	100.0	39.9	22.4	20.8	11.9	3.5	.7	.8
High school.....	18.2	100.0	29.7	20.3	21.1	20.3	5.5	.9	2.2
College.....	12.0	100.0	15.3	15.1	20.7	26.9	12.5	4.0	5.5
No answer.....	.4	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)
REGION OF RESIDENCE									
Northeast	8.3	100.0	30.2	18.3	21.2	18.2	7.2	2.1	2.8
North Central.....	11.5	100.0	26.9	21.2	20.3	20.2	6.9	1.6	2.9
South.....	10.9	100.0	28.2	19.9	19.6	20.4	7.2	1.7	3.0
West.....	7.4	100.0	23.1	15.2	23.3	24.9	8.4	2.2	2.9
AREA OF ORIGIN									
In SMSA--in central city.....	11.4	100.0	29.1	19.2	19.6	19.5	7.3	2.1	3.2
In SMSA--outside central city.....	13.1	100.0	25.0	17.7	21.4	22.9	7.6	2.0	3.4
Non-SMSA.....	13.6	100.0	27.7	20.1	21.5	19.8	7.1	1.5	2.3

¹Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

²Not distributed.

TABLE 5. HOUSEHOLDS IN WHICH SOMEONE TOOK A TRIP--Distributions by Trip
Frequency and Household Characteristics: 1967 --Continued
B. DISTRIBUTION BY HOUSEHOLD CHARACTERISTICS

Household characteristics	Total	Number of trips during year					
		1 trip	2 trips	3 to 4 trips	5 to 9 trips	10 to 15 trips	16 trips and more
Households in which someone took a trip:							
Millions.....	38.1	10.4	7.2	8.0	7.9	2.8	1.8
Percent.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic						
FAMILY INCOME LEVEL							
Less than \$2,000.....	7.1	11.6	8.6	6.5	3.0	2.6	2.1
\$2,000 to \$2,999.....	5.5	9.3	5.6	4.6	3.1	1.5	1.6
\$3,000 to \$3,999.....	6.6	7.8	7.5	6.6	5.2	5.2	2.9
\$4,000 to \$4,999.....	7.6	8.9	9.2	7.2	6.4	5.0	3.0
\$5,000 to \$5,999.....	10.2	11.6	12.5	10.2	8.9	7.0	4.0
\$6,000 to \$7,499.....	13.6	12.6	14.8	13.4	15.9	12.1	9.9
\$7,500 to \$9,999.....	17.1	15.4	15.5	18.8	18.0	18.2	17.1
\$10,000 to \$14,999.....	15.0	9.0	12.6	15.6	20.0	23.8	26.9
\$15,000 to \$24,999.....	5.2	2.6	2.2	4.1	7.2	11.7	17.4
\$25,000 and more.....	1.4	.2	.9	1.3	2.0	3.5	5.6
No answer.....	10.7	11.0	10.6	11.7	10.3	9.4	9.5
OCCUPATION OF HOUSEHOLD HEAD							
Professional and managerial workers.....	29.1	20.1	23.4	28.4	35.5	47.0	51.2
Clerical and sales workers.....	12.3	11.0	11.7	13.6	12.9	12.8	17.1
Craftsmen, operatives, and laborers.....	33.1	36.8	37.5	33.1	30.8	23.2	18.4
Service and private workers.....	5.3	7.6	6.1	4.6	3.1	2.2	4.0
Other ¹	20.2	24.5	21.3	20.3	17.7	14.8	9.3
EDUCATION OF HOUSEHOLD HEAD							
No school or elementary only.....	20.0	29.2	23.5	19.9	11.4	9.6	6.4
High school.....	47.6	52.0	51.0	48.0	46.5	35.5	30.3
College.....	31.5	17.8	25.0	31.2	40.9	53.6	62.3
No answer.....	.9	1.0	.5	.9	1.2	1.3	1.0
REGION OF RESIDENCE							
Northeast.....	21.8	24.0	20.8	22.0	18.9	21.2	22.1
North Central.....	30.2	29.9	33.7	29.4	29.5	28.6	28.3
South.....	28.6	29.6	29.9	26.9	28.2	28.1	28.7
West.....	19.4	16.5	15.6	21.7	23.4	22.1	20.9
AREA OF ORIGIN							
In SMSA--in central city.....	29.9	31.8	30.0	27.9	27.9	29.8	33.1
In SMSA--outside central city.....	34.4	31.6	32.1	35.3	37.9	35.7	39.0
Non-SMSA.....	35.7	36.6	37.9	36.8	34.2	34.5	27.9

¹Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 6. TRIPS AND PERSON-TRIPS--Distributions by Travel and Household Characteristics and Averages Per Trip: 1967

Travel and household characteristics	Person-trips		Trips of one or more persons		Average number of persons per trip
	Millions	Percent of total	Millions	Percent of total	
Total.....	361.2	100.0	183.1	100.0	2.0
TYPE OF TRANSPORT					
Auto.....	310.8	86.1	144.5	78.9	2.2
Bus.....	9.4	2.6	7.5	4.1	1.3
Train.....	5.2	1.4	3.5	1.9	1.5
Commercial air.....	28.9	8.0	23.1	12.6	1.3
Other.....	6.6	1.8	4.3	2.4	1.5
No answer.....	.3	.1	.2	.1	1.5
PURPOSE OF TRIP					
Business.....	50.4	14.0	41.6	22.7	1.2
Attend conventions.....	8.0	2.2	5.3	2.8	1.5
Visits to friends and relatives.....	152.3	42.2	67.5	36.9	2.3
Outdoor recreation.....	62.1	17.2	24.8	13.6	2.5
Entertainment.....	12.7	3.5	7.0	3.8	1.8
Sightseeing.....	26.2	7.2	11.3	6.2	2.3
Other pleasure.....	6.9	1.9	3.0	1.6	2.3
Personal and family affairs.....	42.1	11.7	22.4	12.3	1.9
No answer.....	.5	.1	.2	.1	2.5
VACATION TRAVEL					
Vacation.....	157.5	43.6	66.9	36.5	2.4
Not a vacation.....	182.7	50.6	105.1	57.4	1.7
No answer.....	21.0	5.8	11.1	6.1	1.9
SIZE OF PARTY					
1 person.....	92.0	25.5	91.9	50.2	1.0
2 persons.....	98.2	27.1	49.1	26.8	2.0
3 and 4 persons.....	102.5	28.4	29.8	16.3	3.4
5 persons and more.....	68.5	19.0	12.3	6.7	5.6
TIME DURATION					
1 day.....	31.5	8.8	17.5	9.6	1.8
1 night.....	89.7	24.8	46.1	25.2	1.9
2 nights.....	94.1	26.0	45.4	24.8	2.1
3 to 5 nights.....	75.7	21.0	39.1	21.4	1.9
6 to 9 nights.....	34.8	9.6	16.8	9.2	2.1
10 to 15 nights.....	20.3	5.6	9.8	5.3	2.1
16 to 20 nights.....	4.4	1.2	2.3	1.2	1.9
21 nights and more.....	10.7	3.0	6.1	3.3	1.8
DISTANCE (ONE-WAY) STRAIGHT-LINE MILES					
Less than 50 miles.....	35.4	9.8	18.5	10.1	1.9
50 to 99 miles.....	73.5	20.4	35.0	19.1	2.1
100 to 199 miles.....	118.6	32.8	58.2	31.8	2.0
200 to 499 miles.....	71.6	19.8	37.3	20.4	1.9
500 to 999 miles.....	23.2	6.4	12.9	7.0	1.8
1,000 miles and more.....	21.8	6.1	12.5	6.8	1.7
Outside United States.....	14.9	4.1	7.6	4.2	2.0
No answer.....	2.2	.6	1.1	.6	2.0
FAMILY INCOME LEVEL					
Less than \$2,000.....	11.5	3.2	7.8	4.3	1.5
\$2,000 to \$2,999.....	9.7	2.6	5.7	3.1	1.7
\$3,000 to \$3,999.....	17.0	4.7	9.0	4.8	1.9
\$4,000 to \$4,999.....	20.9	5.8	10.6	5.8	2.0
\$5,000 to \$5,999.....	31.0	8.6	14.6	8.0	2.1
\$6,000 to \$7,499.....	53.0	14.7	23.3	12.7	2.3
\$7,500 to \$9,999.....	70.0	19.4	32.3	17.7	2.2

See footnotes at end of table.

TABLE 6. TRIPS AND PERSON-TRIPS--Distributions by Travel and Household Characteristics and Averages Per Trip: 1967 --Continued

Travel and household characteristics	Person-trips		Trips of one or more persons		Average number of persons per trip
	Millions	Percent of total	Millions	Percent of total	
FAMILY INCOME LEVEL--Continued					
\$10,000 to \$14,999.....	72.8	20.2	37.9	20.7	1.9
\$15,000 to \$24,999.....	31.0	8.6	17.4	9.5	1.8
\$25,000 and more.....	9.9	2.7	5.5	3.0	1.8
No answer.....	34.4	9.5	19.0	10.4	1.8
OCCUPATION OF HOUSEHOLD HEAD					
Professional and managerial workers.....	138.4	38.3	71.0	38.8	1.9
Clerical and sales workers.....	46.2	12.8	26.1	14.2	1.8
Craftsmen, operatives, and laborers.....	113.0	31.3	50.0	27.3	2.3
Service and private workers.....	13.5	3.7	7.3	4.0	1.8
Other ¹	50.1	13.9	28.7	15.7	1.7
EDUCATION OF HOUSEHOLD HEAD					
No school or elementary only.....	43.7	12.1	23.7	12.9	1.8
High school.....	159.4	44.1	75.6	41.3	2.1
College.....	154.4	42.8	82.0	44.8	1.9
No answer.....	3.7	1.0	1.8	1.0	2.1
AREA OF ORIGIN					
In SMSA--in central city.....	101.3	28.0	55.2	30.2	1.8
In SMSA--outside central city.....	137.4	38.1	67.8	37.0	2.0
Non-SMSA.....	122.5	33.9	60.1	32.8	2.0
AGE OF TRAVELER					
Under 6 years.....	35.5	9.8	(X)	(X)	(X)
6 to 11 years.....	35.0	9.7	(X)	(X)	(X)
12 to 17 years.....	31.8	8.8	(X)	(X)	(X)
18 to 24 years.....	32.3	9.0	(X)	(X)	(X)
25 to 34 years.....	54.6	15.1	(X)	(X)	(X)
35 to 44 years.....	60.4	16.7	(X)	(X)	(X)
45 to 54 years.....	53.3	14.7	(X)	(X)	(X)
55 to 64 years.....	37.4	10.4	(X)	(X)	(X)
65 years and over.....	20.1	5.6	(X)	(X)	(X)
No answer.....	.8	.2	(X)	(X)	(X)

X Not applicable.

¹Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 7. PERSON-TRIPS--Distributions by Type of Transport and Travel and Household Characteristics: 1967

A. DISTRIBUTION BY TYPE OF TRANSPORT

Travel and household characteristics	Person-trips		Percent distribution by type of transport					
	Millions	Percent	Auto	Bus	Train	Commercial air	Ship or boat	Combinations and other ¹
Total person-trips.....	361.2	100.0	86.1	2.6	1.4	8.0	0.4	1.5
PURPOSE OF TRIP								
Business and conventions.....	58.4	100.0	68.2	1.6	1.3	25.4	-	3.5
Visits to friends and relatives.....	152.3	100.0	89.9	2.7	1.9	4.5	-	1.0
Outdoor recreation.....	62.1	100.0	95.5	1.5	.1	1.1	1.0	.8
Entertainment and sightseeing.....	38.9	100.0	82.5	4.3	1.5	8.2	1.6	1.9
Other pleasure.....	6.9	100.0	84.7	2.3	.5	9.3	1.1	2.1
Personal and family affairs.....	42.1	100.0	86.6	3.7	1.8	6.2	-	1.7
No answer.....	.5	(²)	(²)	(²)	(²)	(²)	(²)	(²)
VACATION TRAVEL								
Vacation.....	157.5	100.0	87.3	2.5	1.6	6.4	.8	1.4
Not a vacation.....	182.7	100.0	85.3	2.4	1.2	9.5	-	1.6
No answer.....	21.0	100.0	83.5	5.4	2.0	6.5	.3	2.3
SIZE OF PARTY								
1 person.....	92.0	100.0	67.1	6.4	2.6	20.4	.2	3.3
2 persons.....	98.2	100.0	86.7	2.6	1.8	7.1	.4	1.4
3 and 4 persons.....	102.5	100.0	95.2	.9	.7	2.1	.3	.8
5 persons and more.....	68.5	100.0	96.9	.2	.4	1.4	.7	.4
TIME DURATION								
1 day.....	31.5	100.0	87.3	2.7	.8	6.0	.5	2.7
1 night.....	89.7	100.0	92.4	1.7	.9	4.0	.3	.7
2 nights.....	94.1	100.0	90.8	2.2	.8	5.1	.2	.9
3 to 5 nights.....	75.7	100.0	83.2	3.2	1.7	10.2	.2	1.5
6 to 9 nights.....	34.8	100.0	80.2	3.4	1.8	11.9	.7	2.0
10 to 15 nights.....	20.3	100.0	73.1	3.7	3.5	16.1	1.0	2.6
16 nights and more.....	15.1	100.0	61.7	4.5	4.9	22.8	1.3	4.8
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)								
Less than 50 miles.....	35.4	100.0	95.2	2.3	1.0	.1	.9	.5
50 to 99 miles.....	73.5	100.0	95.9	2.6	.7	.1	.2	.5
100 to 199 miles.....	118.6	100.0	93.5	2.6	1.1	1.8	.1	.9
200 to 499 miles.....	71.6	100.0	80.6	3.1	1.6	12.2	-	2.5
500 to 999 miles.....	23.2	100.0	61.9	2.3	4.3	27.8	-	3.7
1,000 miles and more.....	21.8	100.0	55.5	1.5	3.2	36.6	.1	3.1
Outside United States.....	14.9	100.0	63.8	3.9	.6	22.8	5.1	3.8
No answer.....	2.2	100.0	96.2	.7	.5	2.6	-	-
FAMILY INCOME LEVEL								
Less than \$4,000.....	38.2	100.0	83.9	7.8	3.0	3.8	.1	1.4
\$4,000 to \$5,999.....	51.9	100.0	90.9	2.8	1.7	3.8	.1	.7
\$6,000 to \$7,499.....	53.0	100.0	91.6	1.7	1.0	4.5	.3	.9
\$7,500 to \$9,999.....	70.0	100.0	89.7	2.0	1.1	6.0	.3	.9
\$10,000 to \$14,999.....	72.8	100.0	84.4	1.5	1.0	10.9	.4	1.8
\$15,000 and more.....	40.9	100.0	72.6	1.5	1.3	19.9	1.4	3.3
No answer.....	34.4	100.0	84.7	2.7	1.9	8.3	.3	2.1
OCCUPATION OF HOUSEHOLD HEAD								
Professional and managerial workers....	138.4	100.0	82.8	1.8	1.2	11.7	.5	2.0
Clerical and sales workers.....	46.2	100.0	85.7	2.3	1.2	8.7	.4	1.7
Craftsmen, operatives, and laborers....	113.0	100.0	91.6	2.6	1.2	3.7	.2	.7
Service and private workers.....	13.5	100.0	86.4	5.1	2.4	4.9	.3	.9
Other ³	50.1	100.0	82.8	4.7	2.6	7.7	.3	1.9

See footnotes at end of table.

TABLE 7. PERSON-TRIPS--Distributions by Type of Transport and Travel and Household Characteristics: 1967--Continued

A. DISTRIBUTION BY TYPE OF TRANSPORT --Continued

Travel and household characteristics	Person-trips		Percent distribution by type of transport					
	Millions	Percent	Auto	Bus	Train	Commercial air	Ship or boat	Combinations and other ¹
EDUCATION OF HOUSEHOLD HEAD								
No school or elementary only.....	43.7	100.0	87.4	5.4	2.3	3.6	.2	1.1
High school.....	159.4	100.0	89.9	2.6	1.2	4.9	.3	1.1
College.....	154.4	100.0	81.8	1.8	1.3	12.4	.5	2.2
No answer.....	3.7	(²)	(²)	(²)	(²)	(²)	(²)	(²)
AREA OF ORIGIN								
In SMSA--in central city.....	101.3	100.0	82.6	3.7	2.0	9.8	.4	1.5
In SMSA--outside central city.....	137.4	100.0	84.1	2.0	1.2	10.4	.6	1.7
Non-SMSA.....	122.5	100.0	91.2	2.5	1.3	3.8	.1	1.1

- Represents zero or rounds to zero.

¹Includes 0.1 percent no answer to "type of transport."

²Not distributed.

³Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	Type of transport					
	Total	Auto	Bus	Train	Commercial air	Other ¹
Total person-trips:						
Millions.....	361.2	310.8	9.4	5.2	28.9	6.9
Percent.....	100.0	100.0	100.0	100.0	100.0	100.0
Percent distribution by characteristic						
PURPOSE OF TRIP						
Business.....	14.0	11.0	6.1	11.1	45.8	27.8
Attend conventions.....	2.2	1.8	3.9	4.0	5.5	1.6
Visits to friends and relatives.....	42.2	44.1	44.1	56.3	23.9	21.2
Outdoor recreation.....	17.2	19.1	9.6	1.7	2.4	16.3
Entertainment.....	3.5	3.4	6.7	4.6	3.4	3.5
Sightseeing.....	7.2	6.9	11.2	6.6	7.6	15.9
Other pleasure.....	1.9	1.9	1.7	.7	2.2	3.1
Personal and family affairs.....	11.7	11.7	16.4	14.9	9.1	10.3
No answer.....	.1	.1	.3	.1	.1	.3
VACATION TRAVEL						
Vacation.....	43.6	44.2	42.4	48.9	35.0	48.7
Not a vacation.....	50.6	50.2	45.5	43.0	60.3	43.3
No answer.....	5.8	5.6	12.1	8.1	4.7	8.0
SIZE OF PARTY						
1 person.....	25.5	19.8	62.4	46.1	65.0	46.9
2 persons.....	27.1	27.4	26.6	34.3	24.1	25.8
3 and 4 persons.....	28.4	31.4	9.8	14.8	7.5	15.8
5 persons and more.....	19.0	21.4	1.2	4.8	3.4	11.5
TIME DURATION						
1 day.....	8.8	8.8	9.1	4.8	6.5	14.7
1 night.....	24.8	26.7	16.3	15.4	12.3	13.3
2 nights.....	26.0	27.5	21.7	14.2	16.7	15.4
3 to 5 nights.....	21.0	20.3	25.2	25.3	26.9	18.7

See footnotes at end of table.

TABLE 7. **PERSON-TRIPS--Distributions by Type of Transport and Travel and Household Characteristics: 1967**--Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS--Continued

Travel and household characteristics	Type of transport					
	Total	Auto	Bus	Train	Commercial air	Other ¹
TIME DURATION--Continued						
6 to 9 nights.....	9.6	9.0	12.6	12.5	14.3	13.8
10 to 15 nights.....	5.6	4.8	7.9	13.6	11.3	10.5
16 to 20 nights.....	1.2	.8	1.7	5.0	3.3	2.7
21 nights and more.....	3.0	2.1	5.5	9.2	8.7	10.9
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)						
Less than 50 miles.....	9.8	10.8	8.6	7.0	.1	7.4
50 to 99 miles.....	20.4	22.7	20.1	10.4	.3	7.2
100 to 199 miles.....	32.8	35.7	32.0	25.1	7.4	18.0
200 to 499 miles.....	19.8	18.5	23.7	22.5	30.3	25.5
500 to 999 miles.....	6.4	4.6	5.7	19.3	22.3	12.5
1,000 miles and more.....	6.1	3.9	3.5	13.6	27.6	10.0
Outside United States.....	4.1	3.1	6.2	1.9	11.8	19.4
No answer.....	.6	.7	.2	.2	.2	-
FAMILY INCOME LEVEL						
Less than \$2,000.....	3.2	3.1	10.6	6.2	1.4	3.5
\$2,000 to \$2,999.....	2.6	2.5	11.5	5.0	1.3	2.7
\$3,000 to \$3,999.....	4.7	4.8	9.6	10.8	2.3	2.6
\$4,000 to \$4,999.....	5.8	6.1	8.2	5.4	2.2	3.5
\$5,000 to \$5,999.....	8.6	9.1	7.2	11.2	4.5	3.3
\$6,000 to \$7,499.....	14.7	15.6	9.8	9.9	8.2	9.6
\$7,500 to \$9,999.....	19.4	20.1	14.8	14.7	14.6	12.0
\$10,000 to \$14,999.....	20.0	19.8	11.8	14.1	27.4	23.2
\$15,000 to \$24,999.....	8.6	7.5	5.5	7.1	18.8	18.8
\$25,000 and more.....	2.7	2.0	1.2	2.7	9.4	9.1
No answer.....	9.5	9.4	9.8	12.9	9.9	11.7
OCCUPATION OF HOUSEHOLD HEAD						
Professional and managerial workers.....	38.3	36.9	25.8	31.6	56.0	52.1
Clerical and sales workers.....	12.8	12.7	11.0	10.9	13.8	14.2
Craftsmen, operatives, and laborers.....	31.3	33.3	30.8	26.2	14.5	15.7
Service and private workers.....	3.7	3.8	7.4	6.4	2.3	2.2
Other ²	13.9	13.3	25.0	24.9	13.4	15.8
EDUCATION OF HOUSEHOLD HEAD						
No school or elementary only.....	12.1	12.2	24.7	19.9	5.4	8.5
High school.....	44.1	46.1	44.6	35.8	27.3	31.3
College.....	42.8	40.7	29.7	40.1	66.1	59.2
No answer.....	1.0	1.0	1.0	4.2	1.2	1.0
AREA OF ORIGIN						
In SMSA--in central city.....	28.0	26.9	39.6	38.3	34.3	29.6
In SMSA--outside central city.....	38.1	37.2	28.5	31.0	49.4	48.3
Non-SMSA.....	33.9	35.9	31.9	30.7	16.3	22.1

- Represents zero or rounds to zero.

¹Includes 0.3 million no answer to "type of transport."

²Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 8. PERSON-TRIPS--Distributions by Purpose of Trip and Travel and Household Characteristics: 1967

A. DISTRIBUTION BY PURPOSE OF TRIP

Travel and household characteristics	Person-trips		Percent distribution by purpose of trip							
	Millions	Percent	Visits to friends and relatives	Business	Attend conventions	Outdoor recreation	Entertainment	Sight-seeing	Other pleasure ¹	Personal and family affairs
Total person-trips.....	361.2	100.0	42.2	14.0	2.2	17.2	3.5	7.2	2.0	11.7
VACATION TRAVEL										
Vacation.....	157.5	100.0	46.5	.5	.8	27.1	4.6	14.1	3.6	2.8
Not a vacation.....	182.7	100.0	37.8	26.0	3.4	8.7	2.5	1.7	.8	19.1
No answer.....	21.0	100.0	47.8	10.2	2.4	17.1	4.4	4.2	1.4	12.5
SIZE OF PARTY										
1 person.....	92.0	100.0	28.4	38.7	3.6	9.1	3.6	3.8	1.2	11.6
2 persons.....	98.2	100.0	40.8	9.4	3.2	14.6	5.7	9.2	2.4	14.7
3 and 4 persons.....	102.5	100.0	51.0	3.7	1.0	20.9	2.4	7.4	2.2	11.4
5 persons and more.....	68.5	100.0	49.3	2.7	.7	26.3	2.0	8.8	2.5	7.7
TIME DURATION										
1 day.....	31.5	100.0	25.3	26.4	1.7	4.3	7.5	11.6	.8	22.4
1 night.....	89.7	100.0	47.4	15.8	1.5	12.4	4.4	4.6	.9	13.0
2 nights.....	94.1	100.0	43.3	11.4	2.3	24.1	3.3	4.0	1.2	10.4
3 to 5 nights.....	75.7	100.0	41.2	15.1	3.5	17.7	2.8	7.8	2.3	9.6
6 to 9 nights.....	34.8	100.0	38.6	7.5	2.5	23.3	2.2	11.9	4.7	9.3
10 to 15 nights.....	20.3	100.0	47.1	7.8	1.2	16.7	1.5	13.6	4.2	7.9
16 nights and more.....	15.1	100.0	45.9	10.7	1.1	13.1	.7	11.9	6.4	10.2
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)										
Less than 50 miles.....	35.4	100.0	42.7	6.3	.9	35.9	1.4	1.1	2.2	9.5
50 to 99 miles.....	73.5	100.0	45.6	11.1	1.5	24.7	2.9	2.4	2.1	9.7
100 to 199 miles.....	118.6	100.0	42.1	15.0	2.2	14.7	4.6	6.5	1.3	13.6
200 to 499 miles.....	71.6	100.0	42.6	17.5	2.8	10.5	4.2	8.1	1.5	12.8
500 to 999 miles.....	23.2	100.0	42.7	19.6	3.5	6.9	1.7	11.1	2.4	12.1
1,000 miles and or more.....	21.8	100.0	41.3	18.6	3.3	6.9	2.2	11.7	3.9	12.1
Outside United States.....	14.9	100.0	22.9	6.8	2.1	14.3	5.2	35.8	8.0	4.9
No answer.....	2.2	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)
FAMILY INCOME LEVEL										
Less than \$4,000.....	38.2	100.0	56.1	8.5	1.9	7.9	2.8	5.5	1.7	15.6
\$4,000 to \$5,999.....	51.9	100.0	52.4	7.5	1.4	13.8	2.9	6.8	1.4	13.8
\$6,000 to \$7,499.....	53.0	100.0	48.5	9.6	2.1	17.8	3.4	6.4	1.6	10.6
\$7,500 to \$9,999.....	70.0	100.0	41.7	11.6	2.0	21.3	3.7	7.8	1.8	10.1
\$10,000 to \$14,999.....	72.8	100.0	35.7	19.3	2.5	18.5	3.7	7.9	2.7	9.7
\$15,000 and more.....	40.9	100.0	22.3	26.0	3.5	22.2	4.1	7.7	2.6	11.6
No answer.....	34.4	100.0	39.8	15.8	2.1	14.8	4.0	8.1	2.1	13.3
OCCUPATION OF HOUSEHOLD HEAD										
Professional and managerial workers..	138.4	100.0	36.7	19.9	3.0	16.6	3.9	7.3	2.1	10.5
Clerical and sales workers.....	46.2	100.0	40.4	19.2	2.0	14.7	3.9	7.4	2.1	10.3
Craftsmen, operatives, and laborers..	113.0	100.0	45.7	7.3	1.3	20.5	3.2	7.3	1.9	12.8
Service and private workers.....	13.5	100.0	44.7	9.2	2.2	19.6	3.8	6.9	1.4	12.2
Other ³	50.1	100.0	50.3	9.1	2.3	12.9	2.8	6.8	2.3	13.5
EDUCATION OF HOUSEHOLD HEAD										
No school or elementary only.....	43.7	100.0	48.6	9.9	1.6	12.7	2.9	6.5	1.6	16.2
High school.....	159.4	100.0	44.0	9.4	1.6	20.6	3.3	7.8	1.9	11.4
College.....	154.4	100.0	38.2	19.8	2.9	15.2	3.9	7.0	2.3	10.7
No answer.....	3.7	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)
AREA OF ORIGIN										
In SMSA--in central city.....	101.3	100.0	41.9	14.6	2.2	16.8	3.7	7.0	2.2	11.6
In SMSA--outside central city.....	137.4	100.0	37.9	14.9	1.9	21.4	3.3	7.8	2.4	10.4
Non-SMSA.....	122.5	100.0	47.3	12.4	2.6	12.8	3.6	6.8	1.4	13.1

¹Includes 0.1 percent no answer to purpose of trip.²Not distributed.³Includes unemployed, retired and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 8. PERSON-TRIPS--Distributions by Purpose of Trip and Travel and Household Characteristics: 1967 --Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	Total	Purpose of trip					
		Visits to friends and relatives	Business and conventions	Outdoor recreation	Entertainment and sightseeing	Other pleasure ¹	Personal and family affairs
Total person-trips:							
Millions.....	361.2	152.3	58.4	62.1	38.9	7.4	42.1
Percent.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic						
VACATION TRAVEL							
Vacation.....	43.6	48.0	3.6	68.7	75.5	76.5	10.9
Not a vacation.....	50.6	45.4	91.9	25.5	19.9	19.3	82.9
No answer.....	5.8	6.6	4.5	5.8	4.6	4.2	6.2
SIZE OF PARTY							
1 person.....	25.5	17.1	66.5	13.5	17.5	16.0	25.4
2 persons.....	27.1	26.4	21.3	23.0	37.4	30.9	34.4
3 and 4 persons.....	28.4	34.4	8.2	34.5	25.9	29.9	27.7
5 persons and more.....	19.0	22.1	4.0	29.0	19.2	23.2	12.5
TIME DURATION							
1 day.....	8.8	5.2	15.1	2.2	15.4	3.4	16.8
1 night.....	24.8	27.9	26.6	17.9	20.8	10.6	27.6
2 nights.....	26.0	26.8	22.1	36.6	17.7	15.5	23.2
3 to 5 nights.....	21.0	20.5	24.1	21.6	20.6	24.0	17.3
6 to 9 nights.....	9.6	8.8	5.9	13.1	12.6	21.9	7.6
10 to 15 nights.....	5.6	6.3	3.1	5.5	7.9	11.5	3.8
16 to 20 nights.....	1.2	1.5	.6	1.0	1.4	2.7	.9
21 nights and more.....	3.0	3.0	2.5	2.1	3.6	10.4	2.8
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)							
Less than 50 miles.....	9.8	9.9	4.4	20.5	2.2	10.7	8.0
50 to 99 miles.....	20.4	22.0	15.9	29.3	10.1	20.9	16.9
100 to 199 miles.....	32.8	32.9	35.0	28.3	33.6	19.5	38.2
200 to 499 miles.....	19.8	20.0	24.8	12.0	22.8	13.9	21.8
500 to 999 miles.....	6.4	6.5	9.2	2.6	7.6	7.4	6.7
1,000 miles and more.....	6.1	5.9	8.2	2.4	7.8	11.4	6.3
Outside United States.....	4.1	2.2	2.3	3.4	15.7	16.2	1.7
No answer.....	.6	.6	.2	1.5	.2	-	.4
FAMILY INCOME LEVEL							
Less than \$2,000.....	3.2	4.6	2.1	.7	1.8	2.6	4.7
\$2,000 to \$2,999.....	2.6	3.3	1.4	1.8	2.2	2.4	3.7
\$3,000 to \$3,999.....	4.7	6.2	3.3	2.4	4.2	4.0	5.7
\$4,000 to \$4,999.....	5.8	7.6	3.4	3.7	4.0	3.6	7.6
\$5,000 to \$5,999.....	8.6	10.2	4.6	7.7	8.9	6.4	9.4
\$6,000 to \$7,499.....	14.7	16.9	10.6	15.2	13.4	12.0	13.3
\$7,500 to \$9,999.....	19.4	19.1	16.4	24.0	20.7	17.3	16.8
\$10,000 to \$14,999.....	20.2	17.1	27.1	21.7	21.6	27.3	16.7
\$15,000 to \$24,999.....	8.6	4.6	15.1	11.2	9.5	8.9	9.1
\$25,000 and more.....	2.7	1.4	5.5	3.4	2.9	5.4	2.2
No answer.....	9.5	9.0	10.5	8.2	10.8	10.1	10.8
OCCUPATION OF HOUSEHOLD HEAD							
Professional and managerial workers.....	38.3	33.4	54.2	37.0	40.0	39.7	34.4
Clerical and sales workers.....	12.8	12.2	16.7	11.0	13.4	13.3	11.3
Craftsmen, operatives, and laborers.....	31.3	33.9	16.8	37.3	30.4	28.6	34.3
Service and private workers.....	3.7	4.0	2.6	4.3	3.7	2.5	3.9
Other ²	13.9	16.5	9.7	10.4	12.5	15.9	16.1

See footnotes at end of table.

TABLE 8. PERSON-TRIPS--Distributions by Purpose of Trip and Travel and Household Characteristics: 1967--Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS --Continued

Travel and household characteristics	Total	Purpose of trip					
		Visits to friends and relatives	Business and conventions	Outdoor recreation	Entertainment and sightseeing	Other pleasure ¹	Personal and family affairs
EDUCATION OF HOUSEHOLD HEAD							
No school or elementary only.....	12.1	14.0	8.7	8.9	10.5	9.5	16.7
High school.....	44.1	46.0	29.9	52.9	45.4	42.0	43.1
College.....	42.8	38.7	60.0	37.7	43.4	48.2	39.4
No answer.....	1.0	1.3	1.4	.5	.7	.3	.8
AREA OF ORIGIN							
In SMSA--in central city.....	28.0	27.8	29.1	27.4	27.9	29.4	28.0
In SMSA--outside central city.....	38.1	34.2	39.6	47.3	39.3	46.2	33.8
Non-SMSA.....	33.9	38.0	31.3	25.3	32.8	24.4	38.2

- Represents zero or rounds to zero.

¹Includes 0.5 million no answer to "purpose of trip."

²Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 9. PERSON-NIGHTS--Distributions by Type of Transport and Travel and Household Characteristics: 1967

A. DISTRIBUTION BY TYPE OF TRANSPORT

Travel and household characteristics	Person-nights		Percent distribution by type of transport					
	Millions	Percent	Auto	Bus	Train	Commercial air	Ship or boat	Combinations and other
Total person-nights.....	1,579.9	100.0	74.7	3.5	2.8	14.9	1.0	3.1
PURPOSE OF TRIP								
Business and conventions.....	207.5	100.0	60.4	2.2	1.8	30.1	.5	5.0
Visits to friends and relatives.....	663.7	100.0	74.1	4.4	4.7	14.1	-	2.7
Outdoor recreation.....	268.6	100.0	91.8	2.9	.3	2.6	1.3	1.1
Entertainment and sightseeing.....	188.7	100.0	66.8	2.4	1.1	18.9	5.1	5.7
Other pleasure.....	87.1	100.0	80.4	.8	.7	15.3	1.1	1.7
Personal and family affairs.....	160.5	100.0	72.3	5.3	3.6	14.0	.1	4.7
No answer.....	3.8	(¹)	(¹)	(¹)	(¹)	(¹)	(¹)	(¹)
VACATION TRAVEL								
Vacation.....	970.3	100.0	75.7	3.1	2.9	13.8	1.4	3.1
Not a vacation.....	520.0	100.0	74.3	3.6	2.1	16.4	.2	3.4
No answer.....	89.6	100.0	65.1	6.8	5.9	17.4	.6	4.2
SIZE OF PARTY								
1 person.....	421.5	100.0	52.3	8.4	4.5	28.2	.8	5.8
2 persons.....	455.8	100.0	72.3	3.1	3.5	16.5	2.1	2.5
3 and 4 persons.....	411.1	100.0	86.9	1.1	1.8	7.6	.4	2.2
5 persons and more.....	291.5	100.0	93.3	.4	.6	3.4	.4	1.9
TIME DURATION								
1 day.....	-	-	-	-	-	-	-	-
1 night.....	89.7	100.0	92.4	1.7	.9	4.0	.3	.7
2 nights.....	188.1	100.0	90.8	2.2	.8	5.1	.2	.9
3 to 5 nights.....	279.3	100.0	82.7	3.3	1.7	10.6	.2	1.5
6 to 9 nights.....	248.4	100.0	80.0	3.4	1.9	12.0	.6	2.1
10 to 15 nights.....	251.5	100.0	73.1	3.8	3.6	16.0	.9	2.6
16 to 20 nights.....	78.9	100.0	64.9	3.6	5.7	21.6	1.4	2.8
21 nights and more.....	444.0	100.0	58.8	4.4	4.1	23.6	2.1	7.0

See footnotes at end of table.

TABLE 9. **PERSON-NIGHTS--Distributions by Type of Transport and Travel and Household Characteristics: 1967--Continued**

A. DISTRIBUTION BY TYPE OF TRANSPORT --Continued

Travel and household characteristics	Person-nights		Percent distribution by type of transport					
	Millions	Percent	Auto	Bus	Train	Commercial air	Ship or boat	Combinations and other
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)								
Less than 50 miles.....	108.0	100.0	92.8	4.1	.7	.5	1.5	.4
50 to 99 miles.....	196.6	100.0	94.0	3.8	.9	.5	.3	.5
100 to 199 miles.....	274.6	100.0	91.4	3.9	1.8	1.6	.1	1.2
200 to 499 miles.....	326.1	100.0	81.2	5.0	2.4	8.9	.1	2.4
500 to 999 miles.....	230.2	100.0	67.0	3.2	5.9	19.4	-	4.5
1,000 miles and more.....	283.1	100.0	55.2	1.9	5.0	32.3	.2	5.4
Outside United States.....	155.7	100.0	40.4	2.2	.6	40.8	7.8	8.2
No answer.....	5.6	(1)	(1)	(1)	(1)	(1)	(1)	(1)
FAMILY INCOME LEVEL								
Less than \$4,000.....	232.6	100.0	69.9	9.5	5.9	9.8	.2	4.7
\$4,000 to \$5,999.....	218.2	100.0	79.4	3.8	3.6	11.5	.2	1.5
\$6,000 to \$7,499.....	206.9	100.0	82.0	2.6	2.0	10.4	.5	2.5
\$7,500 to \$9,999.....	284.1	100.0	79.7	2.2	2.2	13.3	.4	2.2
\$10,000 to \$14,999.....	295.2	100.0	73.8	2.0	1.3	17.2	1.8	3.9
\$15,000 and more.....	176.5	100.0	60.7	1.8	2.1	28.9	2.8	3.7
No answer.....	166.4	100.0	73.6	2.5	2.6	15.4	1.3	4.6
OCCUPATION OF HOUSEHOLD HEAD								
Professional and managerial workers...	548.8	100.0	72.4	2.2	1.9	18.9	1.3	3.3
Clerical and sales workers.....	179.6	100.0	74.3	3.4	2.4	16.2	.8	2.9
Craftsmen, operatives, and laborers...	450.0	100.0	81.6	3.5	2.7	9.6	.9	1.7
Service and private workers.....	61.8	100.0	74.0	7.1	5.5	10.6	.4	2.4
Other ²	339.7	100.0	69.4	4.9	4.1	15.3	.9	5.4
EDUCATION OF HOUSEHOLD HEAD								
No school or elementary only.....	233.9	100.0	73.5	8.2	5.4	8.4	.4	4.0
High school.....	673.7	100.0	78.4	3.2	2.5	12.2	.6	3.1
College.....	656.6	100.0	71.5	2.1	2.0	19.6	1.6	3.2
No answer.....	15.7	(1)	(1)	(1)	(1)	(1)	(1)	(1)
AREA OF ORIGIN								
In SMSA--in central city.....	446.5	100.0	67.0	5.1	3.4	19.9	1.5	3.1
In SMSA--outside central city.....	602.8	100.0	75.1	2.1	1.9	16.7	.8	3.4
Non-SMSA.....	530.6	100.0	80.6	3.7	3.3	8.5	.8	3.1

- Represents zero.

¹Not distributed.

²Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 9. PERSON-NIGHTS--Distributions by Type of Transport and Travel and Household Characteristics: 1967--Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	Total	Type of transport				
		Auto	Bus	Train	Commercial air	Other ¹
Total person-nights:						
Millions.....	1,579.9	1,179.5	55.1	43.9	234.6	66.8
Percent.....	100.0	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic					
PURPOSE OF TRIP						
Business.....	11.2	8.9	6.0	6.5	23.4	16.4
Attend conventions.....	1.9	1.7	2.5	2.1	3.2	.6
Visits to friends and relatives.....	42.1	41.8	52.3	70.3	39.9	27.5
Outdoor recreation.....	17.0	20.9	14.2	1.8	3.0	9.2
Entertainment.....	1.9	1.9	1.8	2.2	2.2	1.4
Sightseeing.....	10.0	8.8	6.5	2.4	13.0	29.5
Other pleasure.....	5.5	5.9	1.3	1.5	5.7	3.6
Personal and family affairs.....	10.2	9.8	15.4	13.2	9.6	11.6
No answer.....	.2	.3	-	-	-	.2
VACATION TRAVEL						
Vacation.....	61.4	62.3	54.7	63.1	57.0	66.3
Not a vacation.....	32.9	32.8	34.3	24.9	36.4	27.4
No answer.....	5.7	4.9	11.0	12.0	6.6	6.3
SIZE OF PARTY						
1 person.....	26.7	18.7	64.2	43.6	50.6	41.7
2 persons.....	28.8	28.0	25.5	35.9	32.0	31.7
3 and 4 persons.....	26.0	30.3	8.4	16.6	13.2	16.6
5 persons and more.....	18.5	23.0	1.9	3.9	4.2	10.0
TIME DURATION						
1 day.....	-	-	-	-	-	-
1 night.....	5.7	7.0	2.9	1.8	1.5	1.3
2 nights.....	11.9	14.5	7.4	3.3	4.1	3.0
3 to 5 nights.....	17.7	19.6	16.8	11.1	12.6	6.7
6 to 9 nights.....	15.7	16.9	15.2	10.8	12.7	9.9
10 to 15 nights.....	15.9	15.6	17.3	20.9	17.1	13.4
16 to 20 nights.....	5.0	4.3	5.1	10.3	7.3	4.9
21 nights and more.....	28.1	22.1	35.3	41.8	44.7	60.8
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)						
Less than 50 miles.....	6.8	8.5	7.9	1.7	.2	2.8
50 to 99 miles.....	12.4	15.7	13.5	4.0	.4	2.5
100 to 199 miles.....	17.4	21.3	19.6	11.3	1.9	5.2
200 to 499 miles.....	20.6	22.4	29.7	17.9	12.4	12.3
500 to 999 miles.....	14.6	13.0	13.3	30.8	19.0	15.5
1,000 miles and more.....	17.9	13.3	9.8	32.3	39.0	23.7
Outside United States.....	9.9	5.3	6.1	2.0	27.0	38.0
No answer.....	.4	.5	.1	-	.1	-
FAMILY INCOME LEVEL						
Less than \$2,000.....	4.8	4.2	17.4	10.8	3.5	5.8
\$2,000 to \$2,999.....	4.3	4.2	10.8	6.9	2.6	4.0
\$3,000 to \$3,999.....	5.7	5.4	12.0	13.5	3.6	7.5
\$4,000 to \$4,999.....	6.0	6.3	8.2	7.5	4.6	3.0
\$5,000 to \$5,999.....	7.8	8.4	6.7	10.5	6.1	2.6
\$6,000 to \$7,499.....	13.1	14.4	9.9	9.2	9.2	9.4
\$7,500 to \$9,999.....	18.0	19.2	11.1	14.0	16.1	11.1
\$10,000 to \$14,999.....	18.7	18.5	10.8	8.9	21.7	25.3
\$15,000 to \$24,999.....	8.1	6.9	4.5	7.1	14.0	11.8
\$25,000 and more.....	3.0	2.1	1.1	1.6	7.7	5.4
No answer.....	10.5	10.4	7.5	10.0	10.9	14.1

See footnotes at end of table.

TABLE 9. **PERSON-NIGHTS--Distributions by Type of Transport and Travel and Household Characteristics: 1967**--Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS--Continued

Travel and household characteristics	Total	Type of transport				
		Auto	Bus	Train	Commercial air	Other ¹
OCCUPATION OF HOUSEHOLD HEAD						
Professional and managerial workers.....	34.7	33.7	21.9	23.3	44.2	37.3
Clerical and sales workers.....	11.4	11.3	11.2	9.7	12.4	10.2
Craftsmen, operatives, and laborers.....	28.5	31.1	28.7	27.4	18.5	17.7
Service and private workers.....	3.9	3.9	8.0	7.7	2.8	2.6
Other ²	21.5	20.0	30.2	31.9	22.1	32.2
EDUCATION OF HOUSEHOLD HEAD						
No school or elementary only.....	14.8	14.6	34.7	28.5	8.5	15.7
High school.....	42.6	44.8	38.7	38.4	35.1	37.0
College.....	41.6	39.8	25.5	30.4	54.8	46.7
No answer.....	1.0	.8	1.1	2.7	1.6	.6
AREA OF ORIGIN						
In SMSA--in central city.....	28.2	25.4	41.4	34.2	37.9	31.0
In SMSA--outside central city.....	38.2	38.4	22.7	25.7	43.0	38.0
Non-SMSA.....	33.6	36.2	35.9	40.1	19.1	31.0

- Represents zero or rounds to zero.

¹Includes 0.7 million no answer to "type of transport."

²Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 10. PERSON-NIGHTS--Distributions by Purpose of Trip and Travel and Household Characteristics: 1967

A. DISTRIBUTION BY PURPOSE OF TRIP

Travel and household characteristics	Person-nights		Percent distribution by purpose of trip							
	Millions	Percent	Visits to friends and relatives	Business	Attend conventions	Outdoor recreation	Entertainment	Sight-seeing	Other pleasure ¹	Personal and family affairs
Total person-nights.....	1,579.9	100.0	42.1	11.2	1.9	17.0	1.9	10.0	5.7	10.2
VACATION TRAVEL										
Vacation.....	970.3	100.0	48.6	.7	1.1	22.9	2.4	15.4	6.4	2.5
Not a vacation.....	520.0	100.0	28.8	30.6	3.4	6.6	1.1	.7	4.7	24.1
No answer.....	89.6	100.0	45.9	13.2	2.6	13.3	2.0	5.4	5.3	12.3
SIZE OF PARTY										
1 person.....	421.5	100.0	37.5	27.1	2.4	8.0	2.0	6.0	3.0	14.0
2 persons.....	455.8	100.0	40.5	7.1	2.4	13.3	3.0	13.4	9.8	10.5
3 and 4 persons.....	411.1	100.0	47.7	4.8	.9	21.6	1.1	10.1	4.6	9.2
5 persons and more.....	291.5	100.0	43.0	3.6	2.0	29.2	1.3	10.3	5.2	5.4
TIME DURATION										
1 day.....	-	-	-	-	-	-	-	-	-	-
1 night.....	89.7	100.0	47.4	15.8	1.5	12.4	4.4	4.6	.9	13.0
2 nights.....	188.1	100.0	43.3	11.4	2.3	24.1	3.3	4.0	1.2	10.4
3 to 5 nights.....	279.3	100.0	40.8	15.2	3.5	17.5	2.8	8.0	2.5	9.7
6 to 9 nights.....	248.4	100.0	39.3	7.3	2.4	23.2	2.2	11.9	4.5	9.2
10 to 15 nights.....	251.5	100.0	47.4	7.4	1.1	17.0	1.5	13.4	4.4	7.8
16 to 20 nights.....	78.9	100.0	53.2	7.5	.4	14.2	.4	11.5	4.5	8.3
21 nights and more.....	444.0	100.0	37.7	12.7	1.3	11.6	.7	11.6	12.4	12.0
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)										
Less than 50 miles.....	108.0	100.0	32.2	5.9	.7	38.9	1.2	.9	5.7	14.5
50 to 99 miles.....	196.6	100.0	37.5	10.4	1.3	32.0	2.2	1.8	5.0	9.8
100 to 199 miles.....	274.6	100.0	42.1	11.1	2.0	23.5	2.4	4.2	2.9	11.8
200 to 499 miles.....	326.1	100.0	47.5	13.4	1.8	14.8	2.6	7.4	2.3	10.2
500 to 999 miles.....	230.2	100.0	51.7	10.2	2.0	6.9	1.0	11.3	5.3	11.6
1,000 miles and more.....	283.1	100.0	44.4	13.1	1.9	5.7	1.3	12.8	12.6	8.2
Outside United States.....	155.7	100.0	24.9	9.8	3.5	10.7	2.2	36.0	7.2	5.7
No answer.....	5.6	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)
FAMILY INCOME LEVEL										
Less than \$4,000.....	232.6	100.0	52.8	7.8	1.0	6.7	1.4	5.9	10.4	14.0
\$4,000 to \$5,999.....	218.2	100.0	54.1	6.4	.9	13.0	1.4	8.3	2.6	13.3
\$6,000 to \$7,499.....	206.9	100.0	48.7	9.0	3.2	18.6	1.9	7.2	3.0	8.4
\$7,500 to \$9,999.....	284.1	100.0	40.3	10.1	1.8	22.3	2.0	10.8	4.5	8.2
\$10,000 to \$14,999.....	295.2	100.0	33.3	15.4	2.0	19.8	2.4	12.2	7.5	7.4
\$15,000 and more.....	176.5	100.0	22.8	19.2	3.5	22.8	2.7	15.7	5.7	7.6
No answer.....	166.4	100.0	41.5	11.0	1.3	14.3	2.0	10.4	5.8	13.7
OCCUPATION OF HOUSEHOLD HEAD										
Professional and managerial workers..	548.8	100.0	36.2	15.4	2.5	18.9	2.1	12.0	4.8	8.1
Clerical and sales workers.....	179.6	100.0	39.8	16.6	1.8	16.9	2.2	9.5	4.6	8.6
Craftsmen, operatives, and laborers..	450.0	100.0	45.5	7.4	1.6	19.8	1.9	9.0	3.8	11.0
Service and private workers.....	61.8	100.0	46.2	9.3	1.2	17.2	1.9	6.7	4.7	12.8
Other ³	339.7	100.0	47.2	7.0	1.6	10.2	1.6	9.0	10.6	12.8
EDUCATION OF HOUSEHOLD HEAD										
No school or elementary only.....	233.9	100.0	48.6	6.9	1.9	10.5	1.3	7.9	6.8	16.1
High school.....	673.7	100.0	43.5	9.2	1.3	19.6	1.9	9.5	5.2	9.8
College.....	656.6	100.0	37.9	14.6	2.5	16.9	2.1	11.3	6.3	8.4
No answer.....	15.7	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)	(²)
AREA OF ORIGIN										
In SMSA--in central city.....	446.5	100.0	42.0	10.9	2.4	16.7	2.3	10.2	5.5	10.0
In SMSA--outside central city.....	602.8	100.0	38.4	12.3	1.7	21.2	1.9	10.2	5.1	9.2
Non-SMSA.....	530.6	100.0	46.2	10.2	1.8	12.5	1.6	9.6	6.7	11.4

- Represents zero or rounds to zero

¹Includes 0.2 percent no answer on "purpose of trip."²Not distributed.³Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 10. PERSON-NIGHTS--Distributions by Purpose of Trip and Travel and Household Characteristics: 1967 --Continued

B. DISTRIBUTIONS BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	Purpose of trip						
	Total	Visits to friends and relatives	Business and conventions	Outdoor recreation	Entertainment and sightseeing	Other pleasure ¹	Personal and family affairs
Total person-nights:							
Millions.....	1,579.9	663.7	207.5	268.6	188.7	90.9	160.5
Percent.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic						
VACATION TRAVEL							
Vacation.....	61.4	71.2	8.0	82.8	91.7	68.1	15.0
Not a vacation.....	32.9	22.6	85.2	12.8	4.8	26.6	78.1
No answer.....	5.7	6.2	6.8	4.4	3.5	5.3	6.9
SIZE OF PARTY							
1 person.....	26.7	23.8	60.0	12.7	17.9	13.6	36.8
2 persons.....	28.8	27.8	21.0	22.6	39.8	48.8	29.7
3 and 4 persons.....	26.0	29.5	11.2	33.1	24.4	20.8	23.6
5 persons and more.....	18.5	18.9	7.8	31.6	17.9	16.8	9.9
TIME DURATION							
1 day.....	-	-	-	-	-	-	-
1 night.....	5.7	6.4	7.5	4.1	4.3	.9	7.3
2 nights.....	11.9	12.3	12.4	16.9	7.3	2.5	12.2
3 to 5 nights.....	17.7	17.2	25.3	18.2	15.9	7.5	16.9
6 to 9 nights.....	15.7	14.7	11.6	21.5	18.6	12.5	14.2
10 to 15 nights.....	15.9	18.0	10.3	15.9	19.9	12.0	12.3
16 to 20 nights.....	5.0	6.3	3.0	4.2	5.0	3.9	4.1
21 nights and more.....	28.1	25.1	29.9	19.2	29.0	60.7	33.0
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)							
Less than 50 miles.....	6.8	5.3	3.5	15.6	1.2	6.8	9.8
50 to 99 miles.....	12.4	11.2	11.0	23.5	4.2	10.8	12.0
100 to 199 miles.....	17.4	17.4	17.3	24.0	9.5	8.8	20.2
200 to 499 miles.....	20.6	23.3	24.0	18.0	17.3	8.1	20.8
500 to 999 miles.....	14.6	17.9	13.5	5.9	15.1	13.5	16.6
1,000 miles and more.....	17.9	18.9	20.5	6.0	21.2	39.4	14.2
Outside United States.....	9.9	5.8	10.0	6.2	31.5	12.6	5.5
No answer.....	.4	.2	.2	.8	-	-	.9
FAMILY INCOME LEVEL							
Less than \$2,000.....	4.8	6.4	2.6	.8	1.5	9.5	8.6
\$2,000 to \$2,999.....	4.3	5.0	2.1	1.6	2.7	11.3	6.4
\$3,000 to \$3,999.....	5.7	7.0	5.1	3.5	4.7	5.7	5.4
\$4,000 to \$4,999.....	6.0	7.8	2.9	3.8	3.5	2.9	10.8
\$5,000 to \$5,999.....	7.8	10.0	4.8	6.7	7.7	3.3	7.3
\$6,000 to \$7,499.....	13.1	15.2	12.1	14.3	9.9	6.9	10.9
\$7,500 to \$9,999.....	18.0	17.4	16.3	23.6	19.1	14.3	14.5
\$10,000 to \$14,999.....	18.7	14.8	24.8	21.8	22.7	24.3	13.6
\$15,000 to \$24,999.....	8.1	4.7	13.4	10.4	12.8	7.3	6.3
\$25,000 and more.....	3.0	1.3	6.0	4.6	4.5	3.9	2.0
No answer.....	10.5	10.4	9.9	8.9	10.9	10.6	14.2
OCCUPATION OF HOUSEHOLD HEAD							
Professional and managerial workers.....	34.7	29.9	47.4	38.7	41.0	29.1	27.6
Clerical and sales workers.....	11.4	10.8	15.9	11.2	11.1	9.1	9.7
Craftsmen, operatives, and laborers.....	28.5	30.9	19.5	33.3	25.9	18.9	30.8
Service and private workers.....	3.9	4.3	3.1	4.0	2.8	3.2	4.9
Other ²	21.5	24.1	14.1	12.8	19.2	39.7	27.0

See footnotes at end of table.

TABLE 10. **PERSON-NIGHTS--Distributions by Purpose of Trip and Travel and Household Characteristics: 1967--Continued**

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS --Continued

Travel and household characteristics	Purpose of trip						
	Total	Visits to friends and relatives	Business and conventions	Outdoor recreation	Entertainment and sightseeing	Other pleasure ¹	Personal and family affairs
EDUCATION OF HOUSEHOLD HEAD							
No school or elementary only.....	14.8	17.1	10.0	9.1	11.4	17.4	23.5
High school.....	42.6	44.2	34.2	49.2	40.9	37.5	41.0
College.....	41.6	37.5	54.2	41.3	46.7	44.7	34.5
No answer.....	1.0	1.2	1.6	.4	1.0	.4	1.0
AREA OF ORIGIN							
In SMSA--in central city.....	28.2	28.3	28.5	27.7	29.6	27.0	27.8
In SMSA--outside central city.....	38.2	34.8	40.9	47.6	38.8	33.6	34.6
Non-SMSA.....	33.6	36.9	30.6	24.7	31.6	39.4	37.6

- Represents zero or rounds to zero.

¹Includes 3.8 million no answer on "purpose of trip."

²Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 11. **PERSON-NIGHTS--Distributions by Type of Lodging and Travel and Household Characteristics: 1967**

A. DISTRIBUTION BY TYPE OF LODGING

Travel and household characteristics	Person-nights		Percent distribution by type of lodging			
	Millions	Percent	Commercial	Friends and relatives	Own cabin, boat, trailer, etc.	Other ¹
Total person-nights.....	1,579.9	100.0	30.9	48.3	13.5	7.3
TYPE OF TRANSPORT						
Auto.....	1,179.5	100.0	29.2	46.8	17.1	6.9
Bus.....	55.1	100.0	17.9	64.8	4.1	13.2
Train.....	43.9	100.0	15.8	73.0	.8	10.4
Commercial air.....	234.6	100.0	46.8	48.4	1.0	3.8
Other and no answer.....	66.8	100.0	25.5	43.4	11.0	20.1
PURPOSE OF TRIP						
Business and conventions.....	207.5	100.0	70.5	13.7	7.2	8.6
Visits to friends and relatives.....	663.7	100.0	9.3	86.9	1.7	2.1
Outdoor recreation.....	268.6	100.0	30.9	9.4	44.9	14.8
Entertainment and sightseeing.....	188.7	100.0	63.8	14.3	11.7	10.2
Other pleasure.....	87.1	100.0	51.1	11.0	33.2	4.7
Personal and family affairs.....	160.5	100.0	19.5	59.5	8.5	12.5
No answer.....	3.8	(²)	(²)	(²)	(²)	(²)
SIZE OF PARTY						
1 person.....	421.5	100.0	36.5	48.2	4.6	10.7
2 persons.....	455.8	100.0	35.6	44.9	14.4	5.1
3 and 4 persons.....	411.1	100.0	24.0	54.9	14.9	6.2
5 persons and more.....	291.5	100.0	25.1	44.5	23.1	7.3
TIME DURATION						
1 day.....	-	-	-	-	-	-
1 night.....	89.7	100.0	30.7	57.3	7.0	5.0
2 nights.....	188.1	100.0	24.7	52.4	18.4	4.5
3 to 5 nights.....	279.3	100.0	34.8	48.8	10.3	6.1

See footnotes at end of table.

TABLE 11. PERSON-NIGHTS--Distributions by Type of Lodging and Travel and Household Characteristics: 1967--Continued

A. DISTRIBUTION BY TYPE OF LODGING --Continued

Travel and household characteristics	Person-nights		Percent distribution by type of lodging			
	Millions	Percent	Commercial	Friends and relatives	Own cabin, boat, trailer, etc.	Other ¹
TIME DURATION--Continued						
6 to 9 nights.....	248.4	100.0	37.8	44.1	11.2	6.9
10 to 15 nights.....	251.5	100.0	33.0	49.0	10.9	7.1
16 to 20 nights.....	78.9	100.0	29.8	51.4	12.3	6.5
21 nights and more.....	444.0	100.0	26.1	45.8	17.8	10.3
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)						
Less than 50 miles.....	108.0	100.0	14.7	42.7	31.8	10.8
50 to 99 miles.....	196.6	100.0	22.1	47.5	21.8	8.6
100 to 199 miles.....	274.6	100.0	27.4	52.6	14.2	5.8
200 to 499 miles.....	326.1	100.0	31.9	54.4	6.8	6.9
500 to 999 miles.....	230.2	100.0	30.9	54.4	10.4	4.3
1,000 miles and more.....	283.1	100.0	38.1	45.2	10.9	5.8
Outside United States.....	155.7	100.0	45.0	29.7	12.5	12.8
No answer.....	5.6	(²)	(²)	(²)	(²)	(²)
FAMILY INCOME LEVEL						
Less than \$4,000.....	232.6	100.0	16.3	63.6	11.6	8.5
\$4,000 to \$5,999.....	218.2	100.0	21.8	61.3	9.4	7.5
\$6,000 to \$7,499.....	206.9	100.0	24.7	55.5	13.8	6.0
\$7,500 to \$9,999.....	284.1	100.0	30.8	45.8	15.1	8.3
\$10,000 to \$14,999.....	295.2	100.0	40.8	36.8	15.6	6.8
\$15,000 and more.....	176.5	100.0	50.4	26.7	17.0	5.9
No answer.....	166.4	100.0	32.6	48.5	11.2	7.7
OCCUPATION OF HOUSEHOLD HEAD						
Professional and managerial workers.....	548.8	100.0	39.6	40.4	13.1	6.9
Clerical and sales workers.....	179.6	100.0	37.1	47.6	8.1	7.2
Craftsmen, operatives, and laborers.....	450.0	100.0	24.2	52.5	15.2	8.1
Service and private workers.....	61.8	100.0	20.7	57.3	13.2	8.8
Other ³	339.7	100.0	24.5	54.1	14.9	6.5
AREA OF ORIGIN						
In SMSA--in central city.....	446.5	100.0	34.8	48.5	10.7	6.0
In SMSA--outside central city.....	602.8	100.0	32.8	44.0	15.4	7.8
Non-SMSA.....	530.6	100.0	25.3	53.0	13.9	7.8
AGE OF TRAVELER						
Under 18 years.....	459.5	100.0	21.5	54.4	15.4	8.7
18 to 24 years.....	126.8	100.0	29.7	55.2	6.1	9.0
25 to 34 years.....	188.5	100.0	32.6	53.3	8.1	6.0
35 to 44 years.....	221.1	100.0	43.6	34.0	15.0	7.4
45 to 54 years.....	206.5	100.0	39.7	37.9	15.1	7.3
55 to 64 years.....	190.7	100.0	34.4	44.0	16.0	5.6
65 years and over.....	183.2	100.0	24.8	56.1	13.7	5.4
No answer.....	3.6	(²)	(²)	(²)	(²)	(²)

- Represents zero or rounds to zero.

¹Includes 0.6 percent no answer to "type of lodgings."

²Not distributed.

³Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 11. PERSON-NIGHTS--Distributions by Type of Lodging and Travel and Household Characteristics: 1967--Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	Total	Type of lodging			
		Commercial	Friends and relatives	Own cabin, boat, trailer etc.	Other ¹
Total person-nights:					
Millions.....	1,579.9	487.9	763.0	213.8	115.2
Percent.....	100.0	100.0	100.0	100.0	100.0
		Percent distribution by characteristic			
TYPE OF TRANSPORT					
Auto.....	74.7	70.6	72.4	94.2	70.6
Bus.....	3.5	2.0	4.7	1.0	6.3
Train.....	2.8	1.4	4.2	.2	4.0
Commercial air.....	14.9	22.5	14.9	1.2	7.6
Other.....	4.1	3.5	3.8	3.4	11.5
PURPOSE OF TRIP					
Business and conventions.....	13.1	30.0	3.7	7.0	15.6
Visits to friends and relatives.....	42.1	12.6	75.6	5.4	12.2
Outdoor recreation.....	17.0	17.0	3.3	56.3	34.5
Entertainment.....	1.9	4.7	.7	.4	1.3
Sightseeing.....	10.0	20.0	2.8	9.9	15.4
Other pleasure.....	5.5	9.1	1.3	13.5	3.6
Personal and family affairs.....	10.2	6.4	12.5	6.4	17.4
No answer.....	.2	.2	.1	1.1	-
SIZE OF PARTY					
1 person.....	26.7	31.5	26.6	9.2	39.1
2 persons.....	28.8	33.3	26.8	30.7	20.3
3 and 4 persons.....	26.0	20.2	29.6	28.6	22.1
5 persons and more.....	18.5	15.0	17.0	31.5	18.5
TIME DURATION					
1 day.....	-	-	-	-	-
1 night.....	5.7	5.6	6.7	3.0	3.9
2 nights.....	11.9	9.5	12.9	16.2	7.3
3 to 5 nights.....	17.7	19.9	17.9	13.4	14.7
6 to 9 nights.....	15.7	19.3	14.3	13.0	14.9
10 to 15 nights.....	15.9	17.0	16.2	12.8	15.4
16 to 20 nights.....	5.0	4.8	5.3	4.5	4.4
21 nights and more.....	28.1	23.9	26.7	37.1	39.4
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)					
Less than 50 miles.....	6.8	3.2	6.0	16.1	10.1
50 to 99 miles.....	12.4	8.9	12.3	20.0	14.6
100 to 199 miles.....	17.4	15.4	18.9	18.3	13.9
200 to 499 miles.....	20.6	21.3	23.2	10.4	19.6
500 to 999 miles.....	14.6	14.6	16.4	11.2	8.5
1,000 miles and more.....	17.9	22.1	16.8	14.5	14.2
Outside United States.....	9.9	14.4	6.1	9.1	17.3
No answer.....	.4	.1	.3	.4	1.8
FAMILY INCOME LEVEL					
Less than \$2,000.....	4.8	2.2	6.8	3.3	4.9
\$2,000 to \$2,999.....	4.3	2.3	5.3	4.9	5.0
\$3,000 to \$3,999.....	5.7	3.2	7.3	4.5	7.2
\$4,000 to \$4,999.....	6.0	4.2	8.0	2.8	6.1
\$5,000 to \$5,999.....	7.8	5.5	9.5	6.8	8.2
\$6,000 to \$7,499.....	13.1	10.5	15.1	13.3	10.6
\$7,500 to \$9,999.....	18.0	18.1	17.0	20.1	20.5
\$10,000 to \$14,999.....	18.7	24.7	14.2	21.6	17.3
\$15,000 to \$24,999.....	8.1	12.0	5.0	10.7	7.3
\$25,000 and more.....	3.0	6.2	1.2	3.3	1.7
No answer.....	10.5	11.1	10.6	8.7	11.2

See footnotes at end of table.

TABLE 11. **PERSON-NIGHTS--Distributions by Type of Lodging and Travel and Household Characteristics: 1967**--Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS--Continued

Travel and household characteristics	Total	Type of lodging			
		Commercial	Friends and relatives	Own cabin, boat, trailer etc.	Other ¹
OCCUPATION OF HOUSEHOLD HEAD					
Professional and managerial workers.....	34.7	44.4	29.1	33.8	33.0
Clerical and sales workers.....	11.4	13.6	11.2	6.8	11.3
Craftsmen, operatives, and laborers.....	28.5	22.3	31.0	32.0	31.8
Service and private workers.....	3.9	2.6	4.6	3.8	4.7
Other ¹	21.5	17.1	24.1	23.6	19.2
AREA OF ORIGIN					
In SMSA--in central city.....	28.2	31.9	28.4	22.2	23.2
In SMSA--outside central city.....	38.2	40.7	34.8	43.3	40.5
Non-SMSA.....	33.6	27.4	36.8	34.5	36.3
AGE OF TRAVELER					
Under 6 years.....	9.8	5.3	13.3	8.1	8.3
6 to 11 years.....	10.1	7.5	10.7	12.8	12.5
12 to 17 years.....	9.2	7.3	8.8	12.1	14.2
18 to 24 years.....	8.0	7.7	9.2	3.6	10.0
25 to 34 years.....	11.9	12.6	13.2	7.1	9.9
35 to 44 years.....	14.0	19.9	9.8	15.5	14.2
45 to 54 years.....	13.1	16.8	10.3	14.6	13.1
55 to 64 years.....	12.1	13.4	11.0	14.3	9.2
65 years and over.....	11.6	9.3	13.5	11.8	8.5
No answer.....	.2	.2	.2	.1	.1

- Represents zero or rounds to zero.

¹Includes 8.8 million no answer to "type of lodgings."

²Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 12. **PERSON-MILES--Distributions by Type of Transport and Travel and Household Characteristics: 1967**

A. DISTRIBUTION BY TYPE OF TRANSPORT

Travel and household characteristics	Person-miles ¹		Percent distribution by type of transport				
	Billions	Percent	Auto	Bus	Train	Commercial air	Combinations and other
Total person-miles.....	311.8	100.0	77.0	1.9	2.0	16.8	2.3
PURPOSE OF TRIP							
Business and convention.....	55.6	100.0	49.5	.9	1.5	44.5	3.6
Visits to friends and relatives.....	136.1	100.0	83.3	2.3	3.0	10.0	1.4
Outdoor recreation.....	34.3	100.0	93.4	1.0	.3	3.8	1.5
Entertainment and sightseeing.....	37.2	100.0	76.4	2.6	1.3	15.9	3.8
Other pleasure.....	5.9	100.0	76.0	2.0	-	20.0	2.0
Personal and family affairs.....	41.9	100.0	80.1	2.0	2.0	13.6	2.3
No answer.....	.8	(²)	(²)	(²)	(²)	(²)	(²)

TABLE 12. PERSON-MILES--Distributions by Type of Transport and Travel and Household Characteristics: 1967--Continued

A. DISTRIBUTION BY TYPE OF TRANSPORT --Continued

Travel and household characteristics	Person-miles ¹		Percent distribution by type of transport				
	Billions	Percent	Auto	Bus	Train	Commercial air	Combinations and other
VACATION TRAVEL							
Vacation.....	155.8	100.0	80.1	1.9	2.5	13.2	2.3
Not a vacation.....	138.9	100.0	73.9	1.6	1.4	21.0	2.1
No answer.....	17.1	100.0	74.5	3.4	3.4	15.9	2.8
SIZE OF PARTY							
1 person.....	85.6	100.0	50.9	4.0	3.3	37.6	4.2
2 persons.....	87.8	100.0	77.9	1.9	2.4	15.6	2.2
3 and 4 persons.....	85.3	100.0	91.7	.8	1.1	5.4	1.0
5 persons and more.....	53.1	100.0	94.4	.2	.7	3.6	1.1
TIME DURATION							
1 day.....	23.8	100.0	88.5	2.0	1.0	6.5	2.0
1 night.....	48.3	100.0	89.5	1.0	.5	7.8	1.2
2 nights.....	57.5	100.0	84.1	2.0	.8	11.7	1.4
3 to 5 nights.....	67.3	100.0	74.1	1.6	1.9	20.8	1.6
6 to 9 nights.....	44.7	100.0	71.6	1.9	1.9	22.2	2.4
10 to 15 nights.....	37.5	100.0	66.6	2.5	3.8	25.2	1.9
16 nights and more.....	32.7	100.0	62.8	2.5	6.5	21.3	6.9
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)							
Less than 50 miles.....	3.4	100.0	100.0	-	-	-	-
50 to 99 miles.....	16.5	100.0	97.0	2.0	.5	-	.5
100 to 199 miles.....	48.6	100.0	94.4	2.2	1.0	1.4	1.0
200 to 499 miles.....	61.9	100.0	82.8	2.7	1.5	10.7	2.3
500 to 999 miles.....	45.0	100.0	66.7	2.1	3.9	23.9	3.4
1,000 miles and more.....	136.4	100.0	68.8	1.4	2.3	25.1	2.4
FAMILY INCOME LEVEL							
Less than \$4,000.....	35.0	100.0	79.0	6.1	4.4	8.5	2.0
\$4,000 to \$5,999.....	46.0	100.0	84.8	2.8	2.6	9.0	.8
\$6,000 to \$7,499.....	42.9	100.0	86.0	1.0	1.9	9.4	1.7
\$7,500 to \$9,999.....	58.6	100.0	82.9	1.2	1.4	13.3	1.2
\$10,000 to \$14,999.....	65.9	100.0	74.8	.7	1.1	21.1	2.3
\$15,000 and more.....	34.8	100.0	51.7	.6	1.6	41.1	5.0
No answer.....	28.6	100.0	74.0	1.7	2.5	18.6	3.2
OCCUPATION OF HOUSEHOLD HEAD							
Professional and managerial workers.....	123.1	100.0	72.5	1.0	1.2	22.6	2.7
Clerical and sales workers.....	37.3	100.0	73.7	2.5	2.9	18.4	2.5
Craftsmen, operatives, and laborers.....	91.8	100.0	86.5	1.8	1.8	8.6	1.3
Service and private workers.....	13.0	100.0	81.9	3.6	3.6	10.0	.9
Other ³	46.6	100.0	71.7	3.3	3.6	18.3	3.1
EDUCATION OF HOUSEHOLD HEAD							
No school or elementary only.....	40.7	100.0	83.1	4.7	2.9	7.8	1.5
High school.....	126.5	100.0	82.3	1.9	2.0	11.7	2.1
College.....	141.7	100.0	71.0	1.0	1.7	23.7	2.6
No answer.....	2.9	(²)	(²)	(²)	(²)	(²)	(²)
AREA OF ORIGIN							
In SMSA--in central city.....	82.1	100.0	71.2	2.4	2.4	21.6	2.4
In SMSA--outside central city.....	118.8	100.0	73.8	1.1	1.6	21.0	2.5
Non-SMSA.....	110.9	100.0	85.1	2.3	2.2	8.8	1.6

- Represents zero or rounds to zero.

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States..²Not distributed.³Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 12. **PERSON-MILES--Distributions by Type of Transport and Travel and Household Characteristics: 1967**--Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	Type of transport					
	Total	Auto	Bus	Train	Commercial air	Other ¹
Person-miles: ²						
Billions.....	311.8	240.1	5.9	6.4	52.4	7.0
Percent.....	100.0	100.0	100.0	100.0	100.0	100.0
PURPOSE OF TRIP	Percent distribution by characteristic					
Business.....	15.1	9.7	4.2	9.3	40.8	27.3
Attend conventions.....	2.7	1.8	4.3	3.7	6.5	1.7
Visits to friends and relatives.....	43.7	47.1	52.3	64.7	26.0	27.4
Outdoor recreation.....	11.0	13.3	6.2	1.9	2.5	6.6
Entertainment.....	2.7	2.4	4.1	3.7	3.6	3.1
Sightseeing.....	9.3	9.5	12.2	3.7	7.6	17.1
Other pleasure.....	1.9	1.9	2.3	-	2.3	3.1
Personal and family affairs.....	13.3	14.0	14.4	13.0	10.7	13.7
No answer.....	.3	.3	-	-	-	-
VACATION TRAVEL						
Vacation.....	50.0	52.0	50.8	61.1	39.3	50.0
Not a vacation.....	44.5	42.7	38.8	29.6	55.5	43.1
No answer.....	5.5	5.3	10.4	9.3	5.2	6.9
SIZE OF PARTY						
1 person.....	27.4	18.1	58.0	43.4	61.4	53.4
2 persons.....	28.1	28.5	28.0	33.0	26.2	26.4
3 and 4 persons.....	27.4	32.6	12.0	18.1	8.8	11.6
5 persons and more.....	17.1	20.8	2.0	5.5	3.6	8.6
TIME DURATION						
1 day.....	7.6	8.8	8.3	3.7	2.8	6.7
1 night.....	15.5	18.0	8.2	3.7	7.2	8.6
2 nights.....	18.4	20.1	20.4	7.4	12.8	12.0
3 to 5 nights.....	21.7	20.8	18.1	20.3	26.8	15.0
6 to 9 nights.....	14.3	13.3	14.2	12.0	19.0	15.5
10 to 15 nights.....	12.0	10.4	16.6	20.2	18.1	10.3
16 to 20 nights.....	3.3	2.7	4.0	13.0	4.5	8.6
21 nights and more.....	7.2	5.9	10.2	19.7	8.8	23.3
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)						
Less than 50 miles.....	1.1	1.4	-	-	-	-
50 to 99 miles.....	5.3	6.7	6.0	1.9	-	1.7
100 to 199 miles.....	15.6	19.1	18.0	7.4	1.6	6.9
200 to 499 miles.....	19.8	21.3	28.0	14.8	12.6	20.7
500 to 999 miles.....	14.4	12.5	16.0	27.8	20.5	22.4
1,000 miles and more.....	43.8	39.0	32.0	48.1	65.3	48.3
FAMILY INCOME LEVEL						
Less than \$2,000.....	3.2	3.2	12.0	5.6	1.4	3.4
\$2,000 to \$2,999.....	2.8	2.7	14.2	7.4	1.6	3.7
\$3,000 to \$3,999.....	5.2	5.5	10.0	13.0	2.7	4.2
\$4,000 to \$4,999.....	6.0	6.7	12.0	5.6	2.9	3.4
\$5,000 to \$5,999.....	8.7	9.5	10.0	11.9	5.0	1.7
\$6,000 to \$7,499.....	13.8	15.4	8.1	12.0	7.7	10.3
\$7,500 to \$9,999.....	18.9	20.2	12.4	13.0	14.9	11.3
\$10,000 to \$14,999.....	21.1	20.5	8.3	11.1	26.3	22.4
\$15,000 to \$24,999.....	7.9	5.8	4.4	5.6	17.4	15.5
\$25,000 and more.....	3.2	1.7	-	3.7	9.9	10.3
No answer.....	9.2	8.8	8.6	11.1	10.2	13.8

See footnotes at end of table.

TABLE 12. **PERSON-MILES--Distributions by Type of Transport and Travel and Household Characteristics: 1967--Continued**

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS --Continued

Travel and household characteristics	Type of transport					
	Total	Auto	Bus	Train	Commercial air	Other ¹
OCCUPATION OF HOUSEHOLD HEAD						
Professional and managerial workers.....	39.6	37.2	20.3	24.1	53.0	46.6
Clerical and sales workers.....	11.9	11.4	16.2	16.7	13.1	13.8
Craftsmen, operatives, and laborers.....	29.4	33.1	28.4	25.9	15.1	17.2
Service and private workers.....	4.2	4.4	8.3	7.4	2.5	1.7
Other ³	14.9	13.9	26.8	25.9	16.3	20.7
EDUCATION OF HOUSEHOLD HEAD						
No school or elementary only.....	13.1	14.1	32.8	18.5	6.1	6.9
High school.....	40.6	43.4	40.8	38.9	28.2	37.9
College.....	45.4	41.9	24.4	38.9	64.1	53.4
No answer.....	.9	.6	2.0	3.7	1.6	1.8
AREA OF ORIGIN						
In SMSA--in central city.....	26.3	24.3	34.0	31.5	33.9	29.3
In SMSA--outside central city.....	38.1	36.5	22.0	29.6	47.6	44.8
Non-SMSA.....	35.6	39.2	44.0	38.9	18.5	25.9

- Represents zero or rounds to zero.

¹Includes 0.1 billion no answer to "type of transport."

²Mileage (including the U.S. portion) was not computed for destinations outside the United States.

³Includes unemployed, retired and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 13. PERSON-MILES--Distributions by Purpose of Trip and Travel and Household Characteristics: 1967

A. DISTRIBUTION BY PURPOSE OF TRIP

Travel and household characteristics	Person-miles ¹		Percent distribution by purpose of trip							
	Billions	Percent	Visits to friends and relatives	Business	Attend conventions	Outdoor recreation	Entertainment	Sight-seeing	Other pleasure ²	Personal and family affairs
Total person-miles.....	311.8	100.0	43.7	15.1	2.7	11.0	2.7	9.3	2.2	13.3
VACATION TRAVEL										
Vacation.....	155.8	100.0	56.0	.6	1.0	16.1	3.1	16.7	3.3	3.2
Not a vacation.....	138.9	100.0	29.0	31.9	4.4	5.7	2.0	1.5	1.1	24.4
No answer.....	17.1	100.0	49.8	11.8	2.9	8.4	3.4	4.4	1.4	17.9
SIZE OF PARTY										
1 person.....	85.6	100.0	27.4	40.2	4.3	6.6	2.4	4.6	1.2	13.3
2 persons.....	87.8	100.0	42.0	8.9	3.4	10.8	4.9	11.7	3.3	15.0
3 and 4 persons.....	85.3	100.0	54.9	3.7	1.4	11.9	1.4	9.6	2.1	15.0
5 persons and more.....	53.1	100.0	54.3	3.3	.9	16.9	1.6	12.0	2.3	8.7
TIME DURATION										
1 day.....	23.8	100.0	29.9	19.9	3.0	3.5	6.1	9.6	.6	27.4
1 night.....	48.3	100.0	40.4	18.4	1.5	10.5	3.4	4.9	.8	20.1
2 nights.....	57.5	100.0	44.2	15.8	2.3	16.3	2.9	3.9	1.8	12.6
3 to 5 nights.....	67.3	100.0	41.8	20.0	4.2	10.5	3.0	7.3	1.2	12.0
6 to 9 nights.....	44.7	100.0	42.6	10.6	4.2	14.3	1.6	13.0	2.9	10.8
10 to 15 nights.....	37.5	100.0	52.1	8.8	1.6	8.8	1.3	17.0	3.1	7.3
16 nights and more.....	32.7	100.0	52.7	9.4	.4	7.6	.7	15.2	6.1	7.9
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)										
Less than 50 miles.....	3.4	100.0	41.4	6.9	1.0	34.5	1.1	1.4	3.4	10.3
50 to 99 miles.....	16.5	100.0	46.0	11.5	1.4	23.0	2.9	2.9	2.2	10.1
100 to 199 miles.....	48.6	100.0	42.3	14.8	2.1	14.7	4.6	6.6	1.3	13.6
200 to 499 miles.....	61.9	100.0	43.6	16.4	2.7	10.3	4.0	8.6	1.4	13.0
500 to 999 miles.....	45.0	100.0	43.7	17.4	3.2	7.4	1.6	12.1	2.4	12.2
1,000 miles and more.....	136.4	100.0	44.0	14.7	2.8	9.0	1.7	10.6	2.7	14.5
FAMILY INCOME LEVEL										
Less than \$4,000.....	35.0	100.0	52.9	8.8	2.7	4.7	2.4	5.8	3.0	19.7
\$4,000 to \$5,999.....	46.0	100.0	57.9	6.2	1.3	7.5	2.1	9.8	.8	14.4
\$6,000 to \$7,499.....	42.9	100.0	51.4	10.5	1.9	13.5	2.5	7.8	1.4	11.0
\$7,500 to \$9,999.....	58.6	100.0	42.4	11.6	1.8	12.5	2.6	11.1	2.4	15.6
\$10,000 to \$14,999.....	65.9	100.0	35.5	21.7	3.2	14.5	2.7	9.9	2.4	10.1
\$15,000 and more.....	34.8	100.0	21.7	33.5	6.0	10.9	4.1	9.5	3.1	11.2
No answer.....	28.6	100.0	45.4	14.4	2.5	9.5	2.4	9.0	2.4	14.4
OCCUPATION OF HOUSEHOLD HEAD										
Professional and managerial workers..	123.1	100.0	36.9	22.1	3.8	10.6	2.9	8.6	2.3	12.8
Clerical and sales workers.....	37.3	100.0	41.9	18.7	2.2	11.0	2.9	11.0	2.5	9.8
Craftsmen, operatives, and laborers..	91.8	100.0	48.8	7.2	1.5	14.0	2.4	9.0	1.5	15.6
Service and private workers.....	13.0	100.0	47.3	12.9	1.8	6.4	3.8	10.2	1.9	15.7
Other ³	46.6	100.0	51.6	10.4	2.3	7.4	2.3	9.6	3.2	13.2
EDUCATION OF HOUSEHOLD HEAD										
No school or elementary only.....	40.7	100.0	50.3	8.1	1.4	9.6	1.7	7.5	1.7	19.7
High school.....	126.5	100.0	47.9	10.1	2.0	12.3	2.8	10.5	2.1	12.3
College.....	141.7	100.0	38.0	21.3	3.5	10.4	2.8	8.8	2.5	12.7
No answer.....	2.9	(4)	(4)	(4)	(4)	(4)	(4)	(4)	(4)	(4)
AREA OF ORIGIN										
In SMSA--in central city.....	82.1	100.0	41.4	17.3	2.7	11.2	3.2	7.9	2.5	13.8
In SMSA--outside central city.....	118.8	100.0	39.1	18.1	2.7	12.5	2.5	10.5	2.5	12.1
Non-SMSA.....	110.9	100.0	50.1	10.4	2.6	9.3	2.5	9.0	1.5	14.6

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.²Includes 0.3 percent no answer to "purpose of trip."³Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.⁴Not distributed.

TABLE 13. PERSON-MILES--Distributions by Purpose of Trip and Travel and Household Characteristics: 1967--Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	Purpose of trip						
	Total	Visits to friends and relatives	Business and conventions	Outdoor recreation	Entertainment and sightseeing	Other pleasure ¹	Personal and family affairs
Total person-miles ² :							
Billions.....	311.8	136.1	55.6	34.3	37.2	6.7	41.9
Percent.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic						
VACATION TRAVEL							
Vacation.....	50.0	64.0	4.6	73.0	83.1	75.4	11.9
Not a vacation.....	44.5	29.7	90.9	23.0	13.4	21.1	80.8
No answer.....	5.5	6.3	4.5	4.0	3.5	3.5	7.3
SIZE OF PARTY							
1 person.....	27.4	17.2	68.5	16.6	15.9	15.2	27.1
2 persons.....	28.1	27.2	19.4	27.6	39.4	42.4	31.4
3 and 4 persons.....	27.4	34.4	7.9	29.7	25.3	25.4	30.5
5 persons and more.....	17.1	21.2	4.2	26.1	19.4	17.0	11.0
TIME DURATION							
1 day.....	7.6	5.2	9.8	2.4	9.9	1.7	15.5
1 night.....	15.5	14.3	17.2	14.7	10.8	5.1	23.2
2 nights.....	18.4	18.7	18.8	27.0	10.5	15.3	17.5
3 to 5 nights.....	21.7	20.8	29.2	20.7	18.8	11.9	19.5
6 to 9 nights.....	14.3	14.0	11.9	18.6	17.5	19.8	11.6
10 to 15 nights.....	12.0	14.3	6.9	9.6	18.5	17.1	6.5
16 to 20 nights.....	3.3	4.6	1.3	2.3	4.1	5.2	2.0
21 nights and more.....	7.2	8.1	4.9	4.7	9.9	23.9	4.2
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)							
Less than 50 miles.....	1.1	1.0	.4	3.3	-	1.9	.8
50 to 99 miles.....	5.3	5.6	3.8	11.7	2.6	5.4	4.0
100 to 199 miles.....	15.6	15.1	14.9	21.0	14.6	10.4	15.8
200 to 499 miles.....	19.8	19.8	21.3	18.6	21.0	11.9	19.2
500 to 999 miles.....	14.4	14.4	16.8	9.6	16.6	15.3	13.0
1,000 miles and more.....	43.8	44.1	42.8	35.8	45.2	55.1	47.2
FAMILY INCOME LEVEL							
Less than \$2,000.....	3.2	3.9	3.0	.4	1.3	5.4	4.5
\$2,000 to \$2,999.....	2.8	3.7	1.3	1.4	2.2	5.3	3.7
\$3,000 to \$3,999.....	5.2	6.1	3.1	2.8	3.9	5.3	8.2
\$4,000 to \$4,999.....	6.0	8.4	2.8	3.2	3.9	1.8	7.6
\$5,000 to \$5,999.....	8.7	11.1	3.3	6.9	10.9	3.6	8.2
\$6,000 to \$7,499.....	13.8	16.2	9.6	16.9	11.9	7.2	11.3
\$7,500 to \$9,999.....	18.9	18.2	14.0	21.4	21.8	21.4	21.7
\$10,000 to \$14,999.....	21.1	17.2	29.5	27.9	22.4	23.3	15.7
\$15,000 to \$24,999.....	7.9	4.1	17.0	8.3	8.9	7.1	7.3
\$25,000 and more.....	3.2	1.5	7.7	2.9	3.9	8.9	2.0
No answer.....	9.2	9.6	8.7	7.9	8.9	10.7	9.8

See footnotes at end of table.

TABLE 13. **PERSON-MILES--Distributions by Purpose of Trip and Travel and Household Characteristics: 1967--Continued**

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS --Continued

Travel and household characteristics	Purpose of trip						
	Total	Visits to friends and relatives	Business and conventions	Outdoor recreation	Entertainment and sightseeing	Other pleasure ¹	Personal and family affairs
OCCUPATION OF HOUSEHOLD HEAD							
Professional and managerial workers.....	39.6	33.4	57.5	37.9	38.1	42.4	37.5
Clerical and sales workers.....	11.9	11.5	14.0	12.1	14.0	13.6	8.8
Craftsmen, operatives, and laborers.....	29.4	33.0	14.5	37.6	28.2	20.3	34.2
Service and private workers.....	4.2	4.5	3.4	2.4	4.8	3.4	4.8
Other ³	14.9	17.6	10.6	10.0	14.9	20.3	14.7
EDUCATION OF HOUSEHOLD HEAD							
No school or elementary only.....	13.1	15.0	7.2	11.4	10.2	10.3	19.2
High school.....	40.6	44.5	27.4	45.5	45.1	37.9	37.3
College.....	45.4	39.7	63.4	42.8	43.8	51.8	42.9
No answer.....	.9	.8	2.0	.3	.9	-	.6
AREA OF ORIGIN							
In SMSA--in central city.....	26.3	25.0	29.5	26.6	24.5	29.3	27.1
In SMSA--outside central city.....	38.1	34.2	44.5	43.4	41.5	44.8	34.2
Non-SMSA.....	35.6	40.8	26.0	30.0	34.0	25.9	38.7

- Represents zero or rounds to zero.

¹Includes 0.8 billion no answer to "purpose of trip."

²Mileage (including the U S. portion) was not computed for destinations outside the United States.

³Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 14. VACATION AND NONVACATION TRIPS, PERSON-TRIPS, PERSON-MILES, AND PERSON-NIGHTS--Number and Averages Per Trip by Type of Transport and Purpose of Trip: 1967

Type of transport and purpose of trip	Trips (millions)	Person- trips (millions)	Person- miles ¹ (billions)	Person- nights (millions)	Average--		
					Persons per trip	Miles per trip	Nights per trip
VACATION TRAVEL							
Total vacation travel ²	66.9	157.5	155.8	970.3	2	989	6
TYPE OF TRANSPORT							
Auto.....	54.2	137.6	124.9	735.0	3	908	5
Bus.....	3.1	4.0	3.0	30.1	1	750	8
Train.....	1.5	2.5	3.9	27.7	2	1,560	11
Commercial air.....	6.3	10.1	20.6	133.7	2	2,040	13
Ship and boat.....	.5	1.2	.1	13.9	2	83	12
Other.....	1.3	2.1	3.3	29.9	2	1,571	14
PURPOSE OF TRIP							
Business.....	.4	.7	1.0	6.4	2	1,429	9
Attend conventions.....	.7	1.3	1.5	10.2	2	1,154	8
Visits to friends and relatives.....	31.6	73.2	87.2	472.4	2	1,191	6
Outdoor recreation.....	16.5	42.7	25.1	222.3	3	588	5
Entertainment.....	3.8	7.2	4.9	23.4	2	681	3
Sightseeing.....	9.4	22.2	26.0	149.6	2	1,171	7
Other pleasure.....	2.2	5.5	4.6	61.1	3	836	11
Personal and family affairs.....	2.2	4.6	5.0	24.1	2	1,087	5
No answer.....	.1	.1	.5	.8	(³)	(³)	(³)
NONVACATION TRAVEL							
Total nonvacation travel.....	105.1	182.7	138.9	520.0	2	760	3
TYPE OF TRANSPORT							
Auto.....	81.7	155.8	102.6	386.2	2	659	2
Bus.....	3.6	4.3	2.2	18.9	1	512	4
Train.....	1.7	2.2	1.9	11.0	1	864	5
Commercial air.....	15.7	17.4	29.1	85.4	1	1,672	5
Ship and boat.....	.1	.1	.1	1.0	1	1,000	10
Other.....	2.3	2.9	3.0	17.5	1	1,034	6
PURPOSE OF TRIP							
Business.....	39.7	47.5	44.4	159.0	1	935	3
Attend conventions.....	4.3	6.2	6.2	17.8	1	1,000	3
Visits to friends and relatives.....	30.7	69.1	40.3	150.2	2	583	2
Outdoor recreation.....	6.7	15.8	7.9	34.3	2	500	2
Entertainment.....	2.7	4.6	2.8	5.5	2	609	1
Sightseeing.....	1.4	3.1	2.1	3.6	2	677	1
Other pleasure.....	.6	1.1	1.1	21.3	2	1,000	19
Personal and family affairs.....	18.8	35.0	33.8	125.4	2	966	4
No answer.....	.2	.3	.3	2.9	(³)	(³)	(³)

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.

²In addition to 172.0 million trips specifically reported as "vacation" or "not vacation", there were 11.1 million for which the respondent did not state whether they were vacation or not vacation. The general pattern of these "don't know" trips is roughly intermediate between the vacation and nonvacation patterns.

³Not distributed.

TABLE 15. VACATION AND NONVACATION TRIPS, PERSON-TRIPS, PERSON-MILES, AND PERSON-NIGHTS--Distributions by Occasion of Travel, Type of Transport, and Purpose of Trip: 1967

A. DISTRIBUTION BY OCCASION OF TRAVEL

Type of transport and purpose of trip	Total	Vacation	Not vacation	Don't know	Total	Vacation	Not vacation	Don't know
	Trips				Person-trips			
Total travel.....	100.0	36.5	57.4	6.1	100.0	43.6	50.6	5.8
TYPE OF TRANSPORT								
Auto.....	100.0	37.5	56.5	6.0	100.0	44.2	50.2	5.6
Bus.....	100.0	41.2	47.8	11.0	100.0	42.4	45.5	12.1
Train.....	100.0	43.4	48.8	7.8	100.0	48.9	43.0	8.1
Commercial air.....	100.0	27.4	68.1	4.5	100.0	35.0	60.3	4.7
Ship and boat.....	100.0	82.2	12.6	5.2	100.0	89.4	6.6	4.0
Other.....	100.0	32.7	58.6	8.7	100.0	38.6	52.4	9.0
PURPOSE OF TRIP								
Business and conventions.....	100.0	2.2	93.9	3.9	100.0	3.6	91.9	4.5
Visits to friends and relatives.....	100.0	46.9	45.4	7.7	100.0	48.0	45.4	6.6
Outdoor recreation.....	100.0	66.4	27.2	6.4	100.0	68.7	25.5	5.8
Entertainment and sightseeing.....	100.0	72.3	22.7	5.0	100.0	75.5	19.9	4.6
Other pleasure.....	100.0	69.8	24.0	6.2	100.0	76.5	19.3	4.2
Personal and family affairs.....	100.0	9.9	84.0	6.1	100.0	10.9	82.9	6.2
	Person-miles ¹				Person-nights			
Total travel.....	100.0	50.0	44.5	5.5	100.0	61.4	32.9	5.7
TYPE OF TRANSPORT								
Auto.....	100.0	52.0	42.7	5.3	100.0	62.3	32.8	4.9
Bus.....	100.0	50.8	38.8	10.4	100.0	54.7	34.3	11.0
Train.....	100.0	61.1	29.6	9.3	100.0	63.1	24.9	12.0
Commercial air.....	100.0	39.3	55.5	5.2	100.0	57.0	36.4	6.6
Ship and boat.....	100.0	50.0	50.0	-	100.0	90.0	6.5	3.5
Other.....	100.0	48.3	46.5	5.2	100.0	58.4	34.2	7.4
PURPOSE OF TRIP								
Business and conventions.....	100.0	4.6	90.9	4.5	100.0	8.0	85.2	6.8
Visits to friends and relatives.....	100.0	64.0	29.7	6.3	100.0	71.2	22.6	6.2
Outdoor recreation.....	100.0	73.0	23.0	4.0	100.0	82.8	12.8	4.4
Entertainment and sightseeing.....	100.0	83.1	13.4	3.5	100.0	91.7	4.8	3.5
Other pleasure.....	100.0	75.4	21.1	3.5	100.0	68.1	26.6	5.3
Personal and family affairs.....	100.0	11.9	80.8	7.3	100.0	15.0	78.1	6.9

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.

TABLE 15. VACATION AND NONVACATION TRIPS, PERSON-TRIPS, PERSON-MILES, AND PERSON-NIGHTS--Distributions by Occasion of Travel, Type of Transport, and Purpose of Trip: 1967 --Continued

B. DISTRIBUTION BY TYPE OF TRANSPORT AND PURPOSE OF TRIP

Type of transport and purpose of trip	Total	Vacation	Not vacation	Don't know	Total	Vacation	Not vacation	Don't know
	Trips				Person-trips			
Total travel.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT								
Auto.....	78.9	81.0	77.7	77.5	86.1	87.3	85.3	83.5
Bus.....	4.1	4.6	3.4	7.4	2.6	2.5	2.4	5.4
Train.....	1.9	2.3	1.6	2.5	1.4	1.6	1.2	2.0
Commercial air.....	12.6	9.5	15.0	9.3	8.0	6.4	9.5	6.5
Ship and boat.....	.3	.7	.1	.3	.4	.8	-	.3
Other.....	2.2	1.9	2.2	3.0	1.5	1.4	1.6	2.3
PURPOSE OF TRIP								
Business and conventions.....	25.6	1.5	41.9	16.6	16.2	1.3	29.4	12.6
Visits to friends and relatives.....	36.8	47.3	29.2	46.7	42.2	46.5	37.8	47.8
Outdoor recreation.....	13.6	24.7	6.4	14.3	17.2	27.1	8.7	17.1
Entertainment and sightseeing.....	10.0	19.8	3.9	8.3	10.7	18.7	4.2	8.6
Other pleasure.....	1.8	3.4	.7	1.8	2.0	3.6	.8	1.4
Personal and family affairs.....	12.2	3.3	17.9	12.3	11.7	2.8	19.1	12.5
	Person-miles ¹				Person-nights			
Total travel.....	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT								
Auto.....	77.0	80.1	73.9	74.5	74.7	75.7	74.3	65.1
Bus.....	1.9	1.9	1.6	3.4	3.5	3.1	3.6	6.8
Train.....	2.0	2.5	1.4	3.4	2.8	2.9	2.1	5.9
Commercial air.....	16.8	13.2	21.0	15.9	14.9	13.8	16.4	17.4
Ship and boat.....	-	.1	.1	-	1.0	1.4	.2	.6
Other.....	2.3	2.2	2.0	2.8	3.1	3.1	3.4	4.2
PURPOSE OF TRIP								
Business and conventions.....	17.8	1.6	36.3	14.7	13.1	1.8	34.0	15.8
Visits to friends and relatives.....	43.7	56.0	29.0	49.8	42.1	48.6	28.8	45.9
Outdoor recreation.....	11.0	16.1	5.7	8.4	17.0	22.9	6.6	13.3
Entertainment and sightseeing.....	12.0	19.8	3.5	7.8	11.9	17.8	1.8	7.4
Other pleasure.....	2.2	3.3	1.1	1.4	5.7	6.4	4.7	5.3
Personal and family affairs.....	13.3	3.2	24.4	17.9	10.2	2.5	24.1	12.3

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.

Chapter 3

Quarterly Travel

GENERAL

This chapter deals mainly with the seasonality of travel, as indicated by quarterly travel patterns. Trips are assigned to the quarter in which the travelers returned home from a round trip. Aside from the introduction of the quarterly aspect, the data, definitions, and classifications in this chapter are identical to their counterparts in the earlier chapters.

GUIDE TO QUARTERLY DATA

Quarterly data are presented for travel and household characteristics in the detailed tables at the end of this chapter. A guide to these tables by unit of measurement is as follows:

- Persons who took one or more trips (table 16)
- Households in which someone took a trip (table 17)
- Person-trips (table 18)
- Person-nights (table 19)
- Person-miles (table 20)
- Vacation travel (table 21)

HIGHLIGHTS

TOTAL VOLUME OF TRAVEL. No matter how travel is measured, the third quarter is the peak period and the first or the last quarter is the seasonal low. This, of course, is expected. However, the almost precise equality between the October-December and the January-March quarters for each of the general volume measures is worth noting (see table H). For example, 19.4 percent of the total person-trips for the year ended in the first quarter as compared with 19.6 percent in the fourth quarter. Similarly, of all the persons who took a trip sometime during the year, 37.0 percent took a trip in the first quarter as compared with 38.1 percent in the fourth quarter. In this instance, persons who took trips in both the first and fourth quarters were counted in both quarters, and once for the year. This accounts for the fact that the quarterly percentages add to more than 100 percent for both the number of persons who took trips and the number of households in which travelers lived.

It is also worth noting that the total volume of travel during the peak quarter tends to be about twice the volume during the low quarter, when measured in terms of number of people who take trips, number of person-trips, and number of person-miles. The peak for person-nights is relatively higher—about three times the seasonal low. On the other hand, peak in terms of the number of households involved in travel is somewhat lower, being less than 1.5 times the winter low.

Table H. Distribution of Travel by Quarter: 1967

Unit of measurement	Total		Percent distribution by quarter ¹			
	Millions	Percent	First quarter (Jan.-Mar.)	Second quarter (Apr.-June)	Third quarter (July-Sept.)	Fourth quarter (Oct.-Dec.)
Households in which someone took at least one trip	38	¹ 100.0	47.8	56.2	70.6	47.2
Persons who took at least one trip	108	¹ 100.0	37.0	46.3	69.3	38.1
Person-trips	361	100.0	19.4	24.5	36.5	19.6
Person-nights	1,580	100.0	16.9	21.6	46.4	15.1
Person-miles	311,800	100.0	19.1	24.3	38.0	18.6

¹The 100 percent represents the total shown in the first column; the sum of the percentages for the four quarters exceeds 100 because households and persons who took trips in more than one quarter are counted in each quarter in which a trip was taken, but counted only once for the year.

Table I. Distribution of Person-Trips for Travel Classes, by Quarter: 1967

Selected travel class	Person-trips		Percent distribution by quarter			
	Millions	Percent	First quarter (Jan.-Mar.)	Second quarter (Apr.-June)	Third quarter (July-Sept.)	Fourth quarter (Oct.-Dec.)
Total person-trips	361.2	100.0	19.4	24.5	36.5	19.6
Type of transport:						
Auto	310.8	100.0	18.7	24.4	37.4	19.5
Commercial air	28.9	100.0	24.4	25.4	28.5	21.7
Purpose of trip:						
Business	50.4	100.0	27.7	27.4	25.0	19.9
Visits to friends and relatives	152.3	100.0	21.6	21.9	32.7	23.8
Outdoor recreation	62.1	100.0	10.4	27.6	50.2	11.8
Occasion for travel:						
Vacation	157.5	100.0	12.7	20.6	49.7	17.0
Not a vacation	182.7	100.0	25.6	28.4	25.1	20.9
Time duration:						
1 night	89.7	100.0	24.5	26.6	27.5	21.4
3 to 5 nights	75.7	100.0	15.3	22.9	39.9	21.9
10 to 15 nights	20.3	100.0	13.4	17.0	57.0	12.6

VARIATIONS IN CLASSES OF TRAVEL. The generalities noted in the preceding section apply to total travel, but not necessarily to the various classes of travel. For example, table 1 shows the profile of person-trips by two types of transport—automobile and commercial air. The auto pattern conforms almost precisely with the general profile of all travel. The volumes during the October-December and January-March quarters are almost equal and the peak (third quarter) is about twice as high as the low quarter. This is not surprising since automobiles are used for about 86 percent of the total person-trips during the year. On the other hand, the air travel profile shows only a moderate seasonality, rising from a low of 21.7 percent (fourth quarter) to a peak of 28.5 percent.

Striking differences in profiles are found among the various classes of travel based on the purpose as well as the occasion for taking trips. In regard to purpose, business travel in 1967 reached its peak in the first two quarters of the year, declined slightly in the third quarter,

and reached a low in the last quarter. In contrast, visiting friends and relatives remained at a roughly constant level throughout the year, except for a moderate rise during the summer months. On the other hand, outdoor recreation jumped almost fivefold from the January-March level to the July-September peak.

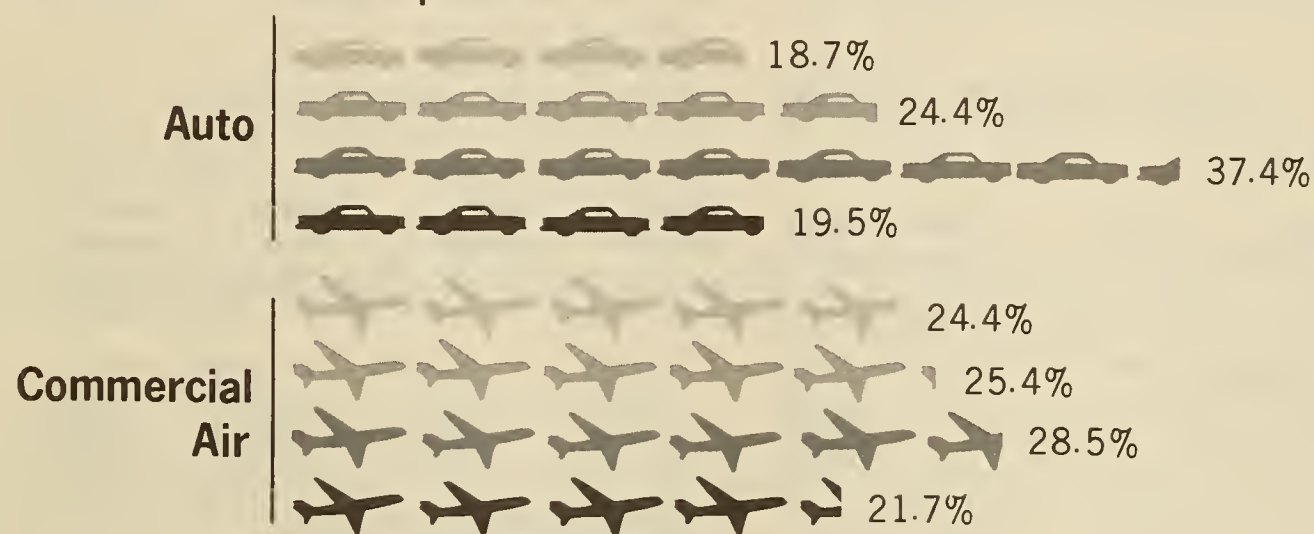
With respect to the occasion for travel, the seasonal peak for vacation travel, as expected, was in the July-September period. That peak period accounted for about half of all person-trips on vacation during the entire year; the other half of vacation travel was spread among the off-season months. The pattern for the total nonvacation travel shows relatively small variations among the quarters.

With respect to duration of trip, the amplitude of seasonal change increases with the duration (number of nights) of trip. As shown by table I, the July-September period was the peak for each of the three selected duration classes. For 1-night trips, the peak quarter was

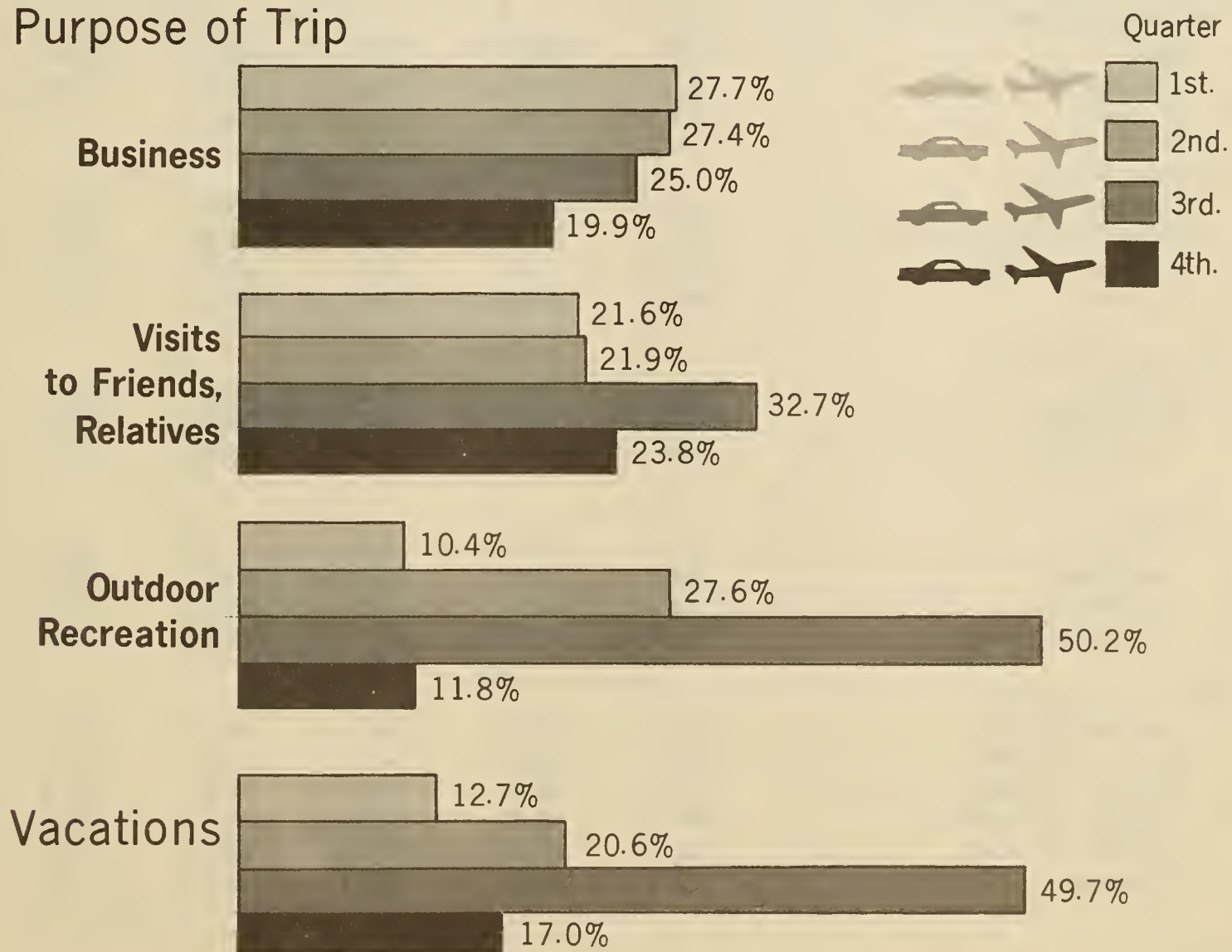
Figure 2

Distribution of Person-Trips by Quarter

Means of Transport



Purpose of Trip



only about 1.3 times the lowest quarter. For trips lasting 3 to 5 nights, the peak was about 2.6 times the low quarter, and rose to 4.5 times the low for trips lasting 10 to 15 nights.

VARIATIONS IN "TRAVEL MIX". The preceding section was concerned with variations in selected classes of travel during the passage of time. The focus of this section is shifted to the characteristics of travel during each quarter of the year, referred to as the "travel mix,"

and to the variations in the mix in one quarter as compared with other quarters.

For example, 70.1 million person-trips were taken during the first quarter of 1967, which is the base (that is, 100 percent) for that time period (in table J). The mix for that period is shown by the percentage distributions. With respect to means of transport, automobiles were used for 83.1 percent, commercial air was used for 10.1 percent, and "all other" means of transport combined were used for the balance

Table J. Distribution of Quarterly Person-Trips by Travel Class: 1967

Selected travel class	Person-trips during 1967	First quarter (Jan.-Mar.)	Second quarter (Apr.-June)	Third quarter (July-Sept.)	Fourth quarter (Oct.-Dec.)
Total person-trips:					
Millions	361.2	70.1	88.5	131.9	70.7
Percent	100.0	100.0	100.0	100.0	100.0
	Percent distribution by class				
Type of transport:					
Auto	86.1	83.1	85.6	88.1	85.9
Commercial air	8.0	10.1	8.3	6.3	8.9
All other	5.9	6.8	6.1	5.6	5.2
Purpose of trip:					
Business	14.0	19.9	15.6	9.6	14.2
Visits to friends and relatives ..	42.2	47.1	37.7	37.9	51.1
Outdoor recreation	17.2	9.2	19.3	23.6	10.4
All other	26.6	23.8	27.4	28.9	24.3
Occasion for travel:					
Vacation	43.6	28.7	36.6	59.4	37.8
Not a vacation	50.6	66.7	58.5	34.8	54.0
Not reported	5.8	4.6	4.9	5.8	8.2
Duration:					
1 day only	8.8	9.9	9.0	7.2	10.0
1 to 2 nights	50.8	59.9	56.5	41.0	53.2
3 to 9 nights	30.6	22.4	27.5	36.9	31.1
10 nights and more	9.8	7.8	7.0	14.9	5.7
Family income level:					
Less than \$6,000	24.9	24.8	25.7	24.5	25.0
\$6,000 to \$7,499	14.7	15.2	14.2	14.5	15.1
\$7,500 to \$9,999	19.4	18.0	19.0	21.0	18.2
\$10,000 to \$14,999	20.2	19.4	19.8	20.2	21.2
\$15,000 and more	11.3	12.0	11.2	10.7	11.9
No answer	9.5	10.6	10.1	9.1	8.6

(6.8 percent). The corresponding mix in the third quarter was 88.1 percent by auto, 6.3 percent by air, and 5.6 percent by all others. The decline in the air share from 10.1 percent to 6.3 percent reflects a change in the travel mix created mainly from increased *relative* use of automobiles during the height of the vacation season. In terms of the actual number of person-trips, both automobile and air travel rose from the first to the third quarter, as shown by table I.

Visiting friends and relatives was the major purpose of travel in each quarter. However, it generated a relatively larger share of the total during the fall and winter quarters than during the periods of better weather (second and third quarters). In contrast, outdoor recreation accounted for 23.6 percent of the peak period as compared with 9.2 percent of the first quarter.

The differences between the relative shares of vacation and nonvacation travel is striking. In the first quarter, vacations account for about 28.7 percent of the total as compared with 66.7 percent for nonvacation. During the third quarter, the roles are reversed, with vacations generating about 59.4 percent of the total as compared with 34.8 percent for nonvacation. About 5 percent of the person-trips

in each quarter could not be classified with respect to vacation status.

Dissimilar patterns also were found with respect to duration of trip. For example, the relative share of 1-day trips remained essentially constant (about 7 to 10 percent) throughout the year. The 1- and 2-night trips also generated a relatively stable share of the quarterly totals, except during the seasonal peak. This class of travel accounted for 53 to 60 percent of all person-trips during three of the four quarters, but only 41 percent during the July-September period. The longer duration travel generated substantially larger shares during the seasonal peak than in other quarters.

An exceedingly stable mix was found among income classes. For example, travelers with family incomes of \$10,000 to \$14,999 took 20.2 percent of all person-trips during the year, and accounted for between 19.4 and 21.2 percent in each of the four quarters. Similarly, travelers in the less-than-\$6,000 level took between 24.5 and 25.7 percent of the total person-trips in each quarter. Those in the \$15,000-and-more family-income level accounted for 11.3 percent of the total person-trips during the year, and ranged between 10.7 and 12.0 percent in each quarter.

TABLE 16. PERSONS WHO TOOK ONE OR MORE TRIPS--Distributions
by Household Characteristics for Each Quarter: 1967

Household characteristics	Millions of persons					Percent distribution by characteristic				
	1967 total	First quarter	Second quarter	Third quarter	Fourth quarter	1967 total	First quarter	Second quarter	Third quarter	Fourth quarter
Total persons who took one or more trips.....	107.9	39.9	50.0	74.8	41.1	100.0	100.0	100.0	100.0	100.0
FAMILY INCOME										
Less than \$2,000.....	4.6	1.5	1.9	2.3	1.6	4.3	3.9	3.7	3.1	3.9
\$2,000 to \$2,999.....	4.1	1.3	1.7	2.3	1.2	3.8	3.2	3.4	3.1	2.9
\$3,000 to \$3,999.....	6.1	2.3	2.8	3.7	2.0	5.6	5.7	5.6	4.9	5.2
\$4,000 to \$4,999.....	7.7	2.6	3.2	4.8	2.5	7.2	6.5	6.7	6.4	6.1
\$5,000 to \$5,999.....	11.0	3.3	4.4	7.6	3.7	10.2	8.3	8.9	10.1	9.0
\$6,000 to \$7,499.....	16.2	6.1	7.7	11.3	6.4	15.0	15.4	15.3	15.1	15.5
\$7,500 to \$9,999.....	20.5	7.3	9.5	15.3	7.6	19.0	18.3	18.9	20.6	18.4
\$10,000 to \$14,999.....	18.6	7.3	8.8	14.0	8.3	17.2	18.4	17.7	18.8	20.3
\$15,000 to \$24,999.....	6.6	3.0	3.5	5.0	3.1	6.1	7.4	7.1	6.6	7.4
\$25,000 and more.....	2.0	1.1	1.2	1.5	.9	1.9	2.7	2.3	2.0	2.1
No answer.....	10.5	4.1	5.2	7.0	3.8	9.7	10.2	10.4	9.3	9.2
OCCUPATION OF HOUSEHOLD HEAD										
Professional and managerial workers..	34.5	14.5	17.5	25.4	14.8	32.0	36.4	35.1	34.0	36.1
Clerical and sales workers.....	13.0	4.7	6.3	9.1	5.0	12.0	11.9	12.5	12.2	12.0
Craftsmen, operative, and laborers...	38.6	12.8	16.4	26.6	13.5	35.8	32.0	32.8	35.5	32.8
Service and private workers.....	4.8	1.5	1.9	3.2	1.4	4.4	3.8	3.9	4.2	3.5
Other ¹	17.0	6.4	7.9	10.5	6.4	15.8	15.9	15.7	14.1	15.6
EDUCATION OF HOUSEHOLD HEAD										
No school or elementary only.....	17.7	5.8	7.6	10.4	5.5	16.5	14.7	15.1	13.9	13.4
High school.....	52.7	17.3	22.9	36.6	18.5	48.8	43.1	45.9	49.0	45.0
College.....	36.5	16.2	19.1	27.1	16.7	33.8	40.7	38.2	36.2	40.7
No answer.....	1.0	.6	.4	.7	.4	.9	1.5	.8	.9	.9
REGION OF RESIDENCE										
Northeast.....	22.9	7.2	9.7	16.6	7.6	21.2	18.2	19.4	22.2	18.5
North Central.....	33.8	11.4	15.7	24.0	12.7	31.4	28.5	31.4	32.1	30.8
South.....	30.0	11.8	14.2	19.7	12.2	27.8	29.5	28.5	26.3	29.8
West.....	21.2	9.5	10.4	14.5	8.6	19.6	23.8	20.7	19.4	20.9
AREA OF ORIGIN										
In SMSA--in central city.....	29.7	10.8	13.5	20.6	10.9	27.5	26.9	27.0	27.5	26.6
In SMSA--outside central city.....	40.1	14.4	18.7	29.4	15.2	37.3	36.2	37.4	39.3	36.9
Non-SMSA.....	38.1	14.7	17.8	24.8	15.0	35.2	36.9	35.6	33.2	36.5
AGE OF TRAVELER										
Under 6 years.....	12.9	4.1	5.5	8.8	4.5	12.0	10.2	11.0	11.8	11.0
6 to 11 years.....	13.3	3.6	5.1	10.4	3.9	12.3	9.1	10.3	13.9	9.5
12 to 17 years.....	12.1	3.5	4.7	8.9	3.5	11.2	8.7	9.4	11.9	8.4
18 to 24 years.....	10.3	4.1	4.8	6.2	3.5	9.6	10.3	9.6	8.3	8.5
25 to 34 years.....	13.8	6.1	6.8	9.7	6.1	12.8	15.2	13.7	13.0	15.0
35 to 44 years.....	14.9	6.1	7.5	10.9	6.3	13.8	15.2	15.0	14.6	15.4
45 to 54 years.....	13.7	5.7	6.9	9.5	5.8	12.6	14.3	13.9	12.6	14.1
55 to 64 years.....	9.6	4.1	5.0	6.3	4.5	8.9	10.4	10.0	8.5	10.8
65 years and over.....	7.0	2.6	3.6	3.9	2.8	6.5	6.5	7.0	5.2	6.9
No answer.....	.3	-	.1	.2	.2	.3	.1	.1	.2	.4

¹Includes unemployed, retired and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

**TABLE 17. HOUSEHOLDS IN WHICH SOMEONE TOOK A TRIP--
Distributions by Household Characteristics for Each Quarter: 1967**

Household characteristics	Millions of households					Percent distribution by characteristic				
	1967 total	First quarter	Second quarter	Third quarter	Fourth quarter	1967 total	First quarter	Second quarter	Third quarter	Fourth quarter
Total households in which someone took a trip.....	38.1	18.2	21.4	26.9	18.0	100.0	100.0	100.0	100.0	100.0
FAMILY INCOME LEVEL										
Less than \$2,000.....	2.7	1.1	1.2	1.4	1.1	7.1	5.8	5.6	5.2	5.8
\$2,000 to \$2,999.....	2.1	.8	1.0	1.2	.7	5.5	4.1	4.7	4.5	3.9
\$3,000 to \$3,999.....	2.5	1.1	1.3	1.6	1.0	6.6	6.1	6.1	5.9	5.8
\$4,000 to \$4,999.....	2.9	1.2	1.5	1.9	1.2	7.6	6.6	7.0	7.1	6.4
\$5,000 to \$5,999.....	3.9	1.5	1.8	2.7	1.6	10.2	8.3	8.4	10.0	8.8
\$6,000 to \$7,499.....	5.2	2.5	3.0	3.8	2.5	13.6	13.8	14.0	14.1	14.1
\$7,500 to \$9,999.....	6.5	3.0	3.7	4.9	3.1	17.1	16.6	17.3	18.2	17.4
\$10,000 to \$14,999.....	5.7	3.2	3.7	4.6	3.3	15.0	17.8	17.3	17.1	18.5
\$15,000 to \$24,999.....	2.0	1.3	1.4	1.6	1.3	5.2	7.2	6.5	6.0	7.4
\$25,000 and more.....	.6	.4	.4	.5	.4	1.4	2.2	1.9	1.9	2.1
No answer.....	4.0	2.1	2.4	2.7	1.8	10.7	11.5	11.2	10.0	9.8
OCCUPATION OF HOUSEHOLD HEAD										
Professional and managerial workers..	11.1	6.4	7.1	8.4	6.1	29.1	35.2	33.2	31.2	33.9
Clerical and sales workers.....	4.7	2.3	2.8	3.5	2.4	12.3	12.6	13.1	13.0	13.4
Craftsmen, operatives, and laborers..	12.6	5.2	6.4	8.9	5.5	33.1	28.6	29.9	33.1	30.2
Service and private workers.....	2.0	.8	.9	1.3	.7	5.3	4.4	4.2	4.8	3.9
Other ¹	7.7	3.5	4.2	4.8	3.3	20.2	19.2	19.6	17.9	18.6
EDUCATION OF HOUSEHOLD HEAD										
No school or elementary only.....	7.5	2.9	3.6	4.6	2.8	20.0	15.9	16.8	17.1	15.8
High school.....	18.2	7.8	9.6	12.8	8.1	47.6	42.9	44.9	47.6	44.7
College.....	12.0	7.2	8.0	9.3	7.0	31.5	39.6	37.4	34.6	38.6
No answer.....	.4	.3	.2	.2	.1	.9	1.6	.9	.7	.9
REGION OF RESIDENCE										
Northeast.....	8.3	3.6	4.3	6.1	3.6	21.8	19.8	20.1	22.7	20.0
North Central.....	11.5	5.1	6.6	8.2	5.4	30.2	28.0	30.8	30.5	29.8
South.....	10.9	5.4	6.1	7.4	5.3	28.6	29.7	28.5	27.5	29.7
West.....	7.4	4.1	4.4	5.2	3.7	19.4	22.5	20.6	19.3	20.5
AREA OF ORIGIN										
In SMSA--in central city.....	11.4	5.2	6.3	8.0	5.2	29.9	28.7	29.4	29.7	28.9
In SMSA--outside central city.....	13.1	6.4	7.6	9.8	6.4	34.4	34.9	35.5	36.5	35.5
Non-SMSA.....	13.6	6.6	7.5	9.1	6.4	35.7	36.4	35.1	33.8	35.6

¹Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 18. PERSON-TRIPS--Distributions by Quarter and Travel and Household Characteristics: 1967

A. DISTRIBUTION BY QUARTER

Travel and household characteristics	Total person-trips		Percent distribution by quarter			
	Millions	Percent	First quarter	Second quarter	Third quarter	Fourth quarter
Total person-trips.....	361.2	100.0	19.4	24.5	36.5	19.6
TYPE OF TRANSPORT						
Auto.....	310.8	100.0	18.7	24.4	37.4	19.5
Bus.....	9.4	100.0	21.7	28.6	31.9	17.8
Train.....	5.2	100.0	26.2	24.4	30.1	19.3
Commercial air.....	28.9	100.0	24.4	25.4	28.5	21.7
Other.....	6.6	100.0	20.3	21.0	43.6	15.1
No answer.....	.3	(¹)	(¹)	(¹)	(¹)	(¹)
PURPOSE OF TRIP						
Business.....	50.4	100.0	27.7	27.4	25.0	19.9
Attend conventions.....	8.0	100.0	17.0	34.4	27.2	21.4
Visits to friends and relatives.....	152.3	100.0	21.6	21.9	32.7	23.8
Outdoor recreation.....	62.1	100.0	10.4	27.6	50.2	11.8
Entertainment.....	12.7	100.0	17.8	21.9	37.8	22.5
Sightseeing.....	26.2	100.0	10.1	20.8	56.1	13.0
Other pleasure.....	6.9	100.0	15.0	18.8	57.3	8.9
Personal and family affairs.....	42.1	100.0	22.1	28.4	29.4	20.1
No answer.....	.5	(¹)	(¹)	(¹)	(¹)	(¹)
VACATION TRAVEL						
Vacation.....	157.5	100.0	12.7	20.6	49.7	17.0
Not a vacation.....	182.7	100.0	25.6	28.4	25.1	20.9
No answer.....	21.0	100.0	15.2	20.6	36.5	27.7
SIZE OF PARTY						
1 person.....	92.0	100.0	24.4	26.3	27.6	21.7
2 persons.....	98.2	100.0	19.6	25.8	33.5	21.1
3 and 4 persons.....	102.5	100.0	17.0	22.8	41.6	18.6
5 persons and more.....	68.5	100.0	15.8	22.9	45.2	16.1
TIME DURATION						
1 day.....	31.5	100.0	22.1	25.3	30.1	22.5
1 night.....	89.7	100.0	24.5	26.6	27.5	21.4
2 nights.....	94.1	100.0	21.3	27.8	31.3	19.6
3 to 5 nights.....	75.7	100.0	15.3	22.9	39.9	21.9
6 to 9 nights.....	34.8	100.0	11.7	20.1	52.7	15.5
10 to 15 nights.....	20.3	100.0	13.4	17.0	57.0	12.6
16 to 20 nights.....	4.4	100.0	19.2	15.8	54.3	10.7
21 nights and more.....	10.7	100.0	17.9	19.4	53.5	9.2
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)						
Less than 50 miles.....	35.4	100.0	20.0	27.3	36.0	16.7
50 to 99 miles.....	73.5	100.0	20.6	26.0	33.7	19.7
100 to 199 miles.....	118.6	100.0	20.2	24.9	33.9	21.0
200 to 499 miles.....	71.6	100.0	18.2	22.2	38.3	21.3
500 to 999 miles.....	23.2	100.0	16.3	23.6	41.5	18.6
1,000 miles and more.....	21.8	100.0	21.2	23.6	39.1	16.1
Outside United States.....	14.9	100.0	13.7	20.8	52.2	13.3
No answer.....	2.2	(¹)	(¹)	(¹)	(¹)	(¹)
FAMILY INCOME LEVEL						
Less than \$2,000.....	11.5	100.0	20.6	23.7	32.6	23.1
\$2,000 to \$2,999.....	9.7	100.0	19.1	27.5	36.8	16.6
\$3,000 to \$3,999.....	17.0	100.0	20.6	26.1	34.3	19.0
\$4,000 to \$4,999.....	20.9	100.0	19.8	24.8	35.5	19.9
\$5,000 to \$5,999.....	31.0	100.0	17.9	24.6	38.0	19.5

See footnotes at end of table.

TABLE 18. **PERSON-TRIPS--Distributions by Quarter and Travel and Household Characteristics: 1967--Continued**

A. DISTRIBUTION BY QUARTER --Continued

Travel and household characteristics	Total person-trips		Percent distribution by quarter			
	Millions	Percent	First quarter	Second quarter	Third quarter	Fourth quarter
FAMILY INCOME LEVEL--Continued						
\$6,000 to \$7,499.....	53.0	100.0	20.1	23.7	36.0	20.2
\$7,500 to \$9,999.....	70.0	100.0	18.1	24.0	39.5	18.4
\$10,000 to \$14,999.....	72.8	100.0	18.7	24.1	36.6	20.6
\$15,000 to \$24,999.....	31.0	100.0	19.8	24.3	35.0	20.9
\$25,000 and more.....	9.9	100.0	22.5	24.4	33.9	19.2
No answer.....	34.4	100.0	21.5	26.0	34.8	17.7
OCCUPATION OF HOUSEHOLD HEAD						
Professional and managerial workers.....	138.4	100.0	19.9	24.4	35.5	20.2
Clerical and sales workers.....	46.2	100.0	19.6	25.4	35.5	19.5
Craftsmen, operatives, and laborers.....	113.0	100.0	18.2	23.7	39.0	19.1
Service and private workers.....	13.5	100.0	17.9	25.6	40.0	16.5
Other ²	50.1	100.0	21.0	25.4	33.8	19.8
EDUCATION OF HOUSEHOLD HEAD						
No school or elementary only.....	43.7	100.0	21.1	25.8	35.4	17.7
High school.....	159.4	100.0	17.9	24.6	38.8	18.7
College.....	154.4	100.0	20.3	24.1	34.6	21.0
No answer.....	3.7	(¹)	(¹)	(¹)	(¹)	(¹)
AREA OF ORIGIN						
In SMSA--in central city.....	101.3	100.0	19.8	24.4	36.4	19.4
In SMSA--outside central city.....	137.4	100.0	18.1	24.8	38.1	19.0
Non-SMSA.....	122.5	100.0	20.5	24.2	34.9	20.4
AGE OF TRAVELER						
Under 6 years.....	35.5	100.0	18.1	23.5	39.5	18.9
6 to 11 years.....	35.0	100.0	14.9	21.9	46.9	16.3
12 to 17 years.....	31.8	100.0	15.7	23.2	44.9	16.2
18 to 24 years.....	32.3	100.0	22.7	25.3	33.1	18.9
25 to 34 years.....	54.6	100.0	21.5	24.1	33.2	21.2
35 to 44 years.....	60.4	100.0	20.5	24.8	35.1	19.6
45 to 54 years.....	53.3	100.0	20.0	25.0	34.4	20.6
55 to 64 years.....	37.4	100.0	20.6	26.0	32.3	21.1
65 years and over.....	20.1	100.0	17.4	28.3	32.0	22.3
No answer.....	.8	(¹)	(¹)	(¹)	(¹)	(¹)

¹Not distributed.

²Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 18. PERSON-TRIPS--Distributions by Quarter and Travel and Household Characteristics: 1967 --Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	1967 total	First quarter	Second quarter	Third quarter	Fourth quarter
Total person-trips:					
Millions.....	361.2	70.1	88.5	131.9	70.7
Percent.....	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic				
TYPE OF TRANSPORT					
Auto.....	86.1	83.1	85.6	88.1	85.9
Bus.....	2.6	2.9	3.0	2.3	2.4
Train.....	1.4	1.9	1.4	1.2	1.4
Commercial air.....	8.0	10.1	8.3	6.3	8.9
Other.....	1.8	1.9	1.6	2.1	1.4
No answer.....	.1	.1	.1	-	-
PURPOSE OF TRIP					
Business.....	14.0	19.9	15.6	9.6	14.2
Attend conventions.....	2.2	1.9	3.1	1.6	2.4
Visits to friends and relatives.....	42.2	47.1	37.7	37.9	51.1
Outdoor recreation.....	17.2	9.2	19.3	23.6	10.4
Entertainment and sightseeing.....	10.7	7.0	9.2	14.7	8.9
Other pleasure.....	1.9	1.5	1.5	3.0	.9
Personal and family affairs.....	11.7	13.3	13.5	9.4	12.0
No answer.....	.1	.1	.1	.2	.1
VACATION TRAVEL					
Vacation.....	43.6	28.7	36.6	59.4	37.8
Not a vacation.....	50.6	66.7	58.5	34.8	54.0
No answer.....	5.8	4.6	4.9	5.8	8.2
SIZE OF PARTY					
1 person.....	25.5	32.1	27.3	19.2	28.2
2 person.....	27.1	27.5	28.6	24.9	29.3
3 and 4 persons.....	28.4	24.9	26.4	32.4	26.9
5 persons and more.....	19.0	15.5	17.7	23.5	15.6
TIME DURATION					
1 day.....	8.8	9.9	9.0	7.2	10.0
1 night.....	24.8	31.3	27.0	18.7	27.1
2 nights.....	26.0	28.6	29.5	22.3	26.1
3 to 5 nights.....	21.0	16.6	19.6	23.0	23.5
6 to 9 nights.....	9.6	5.8	7.9	13.9	7.6
10 to 15 nights.....	5.6	3.9	3.9	8.8	3.6
16 to 20 nights.....	1.2	1.2	.8	1.8	.7
21 nights and more.....	3.0	2.7	2.3	4.3	1.4
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)					
Less than 50 miles.....	9.8	10.1	10.9	9.7	8.4
50 to 99 miles.....	20.4	21.6	21.6	18.8	20.4
100 to 199 miles.....	32.8	34.2	33.4	30.4	35.4
200 to 499 miles.....	19.8	18.6	18.0	20.8	21.5
500 to 999 miles.....	6.4	5.4	6.2	7.3	6.1
1,000 miles and more.....	6.1	6.6	5.8	6.5	4.9
Outside United States.....	4.1	2.9	3.5	5.9	2.8
No answer.....	.6	.6	.6	.6	.5
FAMILY INCOME LEVEL					
Less than \$2,000.....	3.2	3.4	3.1	2.8	3.7
\$2,000 to \$2,999.....	2.6	2.6	3.0	2.7	2.3
\$3,000 to \$3,999.....	4.7	5.0	5.1	4.5	4.6
\$4,000 to \$4,999.....	5.8	5.9	5.9	5.6	5.9
\$5,000 to \$5,999.....	8.6	7.9	8.6	8.9	8.5

See footnotes at end of table.

TABLE 18. **PERSON-TRIPS--Distributions by Quarter and Travel and Household Characteristics: 1967** --Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS --Continued

Travel and household characteristics	1967 total	First quarter	Second quarter	Third quarter	Fourth quarter
FAMILY INCOME LEVEL--Continued					
\$6,000 to \$7,499.....	14.7	15.2	14.2	14.5	15.1
\$7,500 to \$9,999.....	19.4	18.0	19.0	21.0	18.2
\$10,000 to \$14,999.....	20.2	19.4	19.8	20.2	21.2
\$15,000 to \$24,999.....	8.6	8.8	8.5	8.2	9.2
\$25,000 and more.....	2.7	3.2	2.7	2.5	2.7
No answer.....	9.5	10.6	10.1	9.1	8.6
OCCUPATION OF HOUSEHOLD HEAD					
Professional and managerial workers.....	38.3	39.4	38.1	37.3	39.5
Clerical and sales workers.....	12.8	12.9	13.3	12.4	12.7
Craftsmen, operatives, and laborers.....	31.3	29.3	30.3	33.4	30.6
Service and private workers.....	3.7	3.4	3.9	4.1	3.2
Other ¹	13.9	15.0	14.4	12.8	14.0
EDUCATION OF HOUSEHOLD HEAD					
No school or elementary only.....	12.1	13.2	12.7	11.7	11.0
High school.....	44.1	40.7	44.3	46.9	42.2
College.....	42.8	44.6	42.2	40.4	45.9
No answer.....	1.0	1.5	.8	1.0	.9
AREA OF ORIGIN					
In SMSA--in central city.....	28.0	28.6	27.9	27.9	27.8
In SMSA--outside central city.....	38.1	35.6	38.6	39.7	36.8
Non-SMSA.....	33.9	35.8	33.5	32.4	35.4
AGE OF TRAVELER					
Under 6 years.....	9.8	9.2	9.4	10.6	9.5
6 to 11 years.....	9.7	7.5	8.7	12.4	8.1
12 to 17 years.....	8.8	7.2	8.3	10.8	7.3
18 to 24 years.....	9.0	10.4	9.2	8.1	8.7
25 to 34 years.....	15.1	16.7	14.9	13.7	16.3
35 to 44 years.....	16.7	17.7	16.8	16.1	16.7
45 to 54 years.....	14.7	15.2	15.1	13.9	15.5
55 to 64 years.....	10.4	11.0	11.0	9.2	11.2
65 years and over.....	5.6	5.0	6.4	4.9	6.3
No answer.....	.2	.1	.2	.3	.4

- Represents zero or rounds to zero.

¹Includes unemployed, retired and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 19. PERSON-NIGHTS--Distributions by Quarter and Travel and Household Characteristics: 1967

A. DISTRIBUTION BY QUARTER

Travel and household characteristics	Total person-nights		Percent distribution by quarter			
	Millions	Percent	First quarter	Second quarter	Third quarter	Fourth quarter
Total person-nights.....	1,579.9	100.0	16.9	21.6	46.4	15.1
TYPE OF TRANSPORT						
Auto.....	1,179.5	100.0	14.8	21.5	48.8	14.9
Bus.....	55.1	100.0	17.6	25.3	40.7	16.4
Train.....	43.9	100.0	26.8	24.9	34.9	13.4
Commercial air.....	234.6	100.0	23.1	22.4	38.6	15.9
Other.....	66.0	100.0	25.0	17.1	43.7	14.2
No answer.....	.8	(¹)	(¹)	(¹)	(¹)	(¹)
PURPOSE OF TRIP						
Business.....	177.2	100.0	27.2	23.2	32.5	17.1
Attend conventions.....	30.3	100.0	21.9	29.6	33.4	15.1
Visits to friends and relatives.....	663.7	100.0	18.2	19.0	44.5	18.3
Outdoor recreation.....	268.6	100.0	6.7	18.4	66.4	8.5
Entertainment.....	30.7	100.0	17.6	22.5	42.3	17.6
Sightseeing.....	158.0	100.0	10.0	20.3	56.9	12.8
Other pleasure.....	87.1	100.0	16.2	41.0	38.8	4.0
Personal and family affairs.....	160.5	100.0	23.6	25.9	32.2	18.3
No answer.....	3.8	(¹)	(¹)	(¹)	(¹)	(¹)
VACATION TRAVEL						
Vacation.....	970.3	100.0	12.5	18.4	56.6	12.5
Not a vacation.....	520.0	100.0	25.4	27.9	27.9	18.8
No answer.....	89.6	100.0	15.0	21.1	43.2	20.7
SIZE OF PARTY						
1 person.....	421.5	100.0	21.6	25.2	34.8	18.4
2 persons.....	455.8	100.0	20.7	26.5	35.7	17.1
3 and 4 persons.....	411.1	100.0	12.2	17.1	57.9	12.8
5 persons and more.....	291.5	100.0	10.8	15.3	63.6	10.3
TIME DURATION						
1 night.....	89.7	100.0	24.5	26.6	27.5	21.4
2 nights.....	188.1	100.0	21.3	27.8	31.3	19.6
3 to 5 nights.....	279.3	100.0	15.0	22.8	40.5	21.7
6 to 9 nights.....	248.4	100.0	11.8	20.1	52.5	15.6
10 to 15 nights.....	251.5	100.0	13.3	16.8	57.5	12.4
16 to 20 nights.....	78.9	100.0	19.3	16.0	54.1	10.6
21 nights and more.....	444.0	100.0	19.2	21.9	49.2	9.7
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)						
Less than 50 miles.....	108.0	100.0	13.6	23.5	47.5	15.4
50 to 99 miles.....	196.6	100.0	15.5	21.7	46.4	16.4
100 to 199 miles.....	274.6	100.0	16.0	22.3	44.1	17.6
200 to 499 miles.....	326.1	100.0	15.1	19.0	48.2	17.7
500 to 999 miles.....	230.2	100.0	14.5	22.5	47.9	15.1
1,000 miles and more.....	283.1	100.0	23.9	24.9	41.1	10.1
Outside United States.....	155.7	100.0	17.2	17.3	53.1	12.4
No answer.....	5.6	(¹)	(¹)	(¹)	(¹)	(¹)
FAMILY INCOME LEVEL						
Less than \$2,000.....	75.5	100.0	19.6	29.3	30.7	20.4
\$2,000 to \$2,999.....	67.8	100.0	21.2	33.4	30.0	15.4
\$3,000 to \$3,999.....	89.3	100.0	21.5	23.2	41.7	13.6
\$4,000 to \$4,999.....	94.5	100.0	16.1	20.5	44.6	18.8
\$5,000 to \$5,999.....	123.7	100.0	15.6	19.2	50.1	15.1

See footnotes at end of table.

TABLE 19. **PERSON-NIGHTS--Distributions by Quarter and Travel and Household Characteristics: 1967--Continued**

A. DISTRIBUTION BY QUARTER --Continued

Travel and household characteristics	Total person-nights		Percent distribution by quarter			
	Millions	Percent	First quarter	Second quarter	Third quarter	Fourth quarter
FAMILY INCOME LEVEL--Continued						
\$6,000 to \$7,499.....	206.9	100.0	15.3	18.9	50.5	15.3
\$7,500 to \$9,999.....	284.1	100.0	15.0	19.5	52.5	13.0
\$10,000 to \$14,999.....	295.2	100.0	15.9	21.1	46.4	16.6
\$15,000 to \$24,999.....	127.9	100.0	15.3	22.8	47.6	14.3
\$25,000 and more.....	48.6	100.0	23.1	19.5	43.4	14.0
No answer.....	166.4	100.0	19.3	23.1	45.0	12.6
OCCUPATION OF HOUSEHOLD HEAD						
Professional and managerial workers.....	548.8	100.0	16.1	21.2	47.9	14.8
Clerical and sales workers.....	179.6	100.0	17.5	20.6	45.6	16.3
Craftsmen, operatives, and laborers.....	450.0	100.0	14.2	19.5	50.8	15.5
Service and private workers.....	61.8	100.0	15.5	23.4	50.2	10.9
Other ²	339.7	100.0	21.7	25.4	37.9	15.0
EDUCATION OF HOUSEHOLD HEAD						
No school or elementary only.....	233.9	100.0	19.3	24.5	39.9	16.3
High school.....	673.7	100.0	16.1	21.2	48.4	14.3
College.....	656.6	100.0	16.6	21.2	46.8	15.4
No answer.....	15.7	(1)	(1)	(1)	(1)	(1)
AREA OF ORIGIN						
In SMSA--in central city.....	446.5	100.0	17.1	21.8	45.7	15.4
In SMSA--outside central city.....	602.8	100.0	16.2	19.8	49.7	14.3
Non-SMSA.....	530.6	100.0	17.5	23.7	43.1	15.7
AGE OF TRAVELER						
Under 6 years.....	154.5	100.0	14.4	17.8	53.6	14.2
6 to 11 years.....	160.0	100.0	9.0	14.5	67.6	8.9
12 to 17 years.....	145.0	100.0	9.1	15.5	66.0	9.4
18 to 24 years.....	126.8	100.0	21.7	21.6	40.7	16.0
25 to 34 years.....	188.5	100.0	17.2	20.5	45.2	17.1
35 to 44 years.....	221.1	100.0	17.5	20.6	46.5	15.4
45 to 54 years.....	206.5	100.0	18.4	22.6	42.2	16.8
55 to 64 years.....	190.7	100.0	20.4	25.5	35.4	18.7
65 years and over.....	183.2	100.0	22.5	33.5	27.6	16.4
No answer.....	3.6	(1)	(1)	(1)	(1)	(1)
TYPE OF LODGING						
Commercial.....	487.9	100.0	18.2	23.1	44.9	13.8
Friends and relatives.....	763.0	100.0	18.7	19.6	43.2	18.5
Own cabin, boat, trailer, etc.....	213.8	100.0	8.6	24.8	58.8	7.8
Other.....	106.4	100.0	13.3	23.6	51.1	12.0
No answer.....	8.8	(1)	(1)	(1)	(1)	(1)

¹Not distributed.

²Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 19. PERSON-NIGHTS--Distributions by Quarter and Travel and Household Characteristics: 1967 --Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	1967 total	First quarter	Second quarter	Third quarter	Fourth quarter
Total person nights:					
Millions.....	1,579.9	266.9	342.2	732.7	238.1
Percent.....	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic				
TYPE OF TRANSPORT					
Auto.....	74.7	65.4	74.0	78.5	74.1
Bus.....	3.5	3.6	4.1	3.1	3.8
Train.....	2.8	4.4	3.2	2.1	2.5
Commercial air.....	14.9	20.3	15.3	12.4	15.7
Other.....	4.1	6.2	3.4	3.9	3.9
No answer.....	-	.1	-	-	-
PURPOSE OF TRIP					
Business.....	11.2	18.0	12.0	7.9	12.7
Attend conventions.....	1.9	2.5	2.6	1.4	1.9
Visits to friends and relatives.....	42.1	45.1	36.9	40.3	51.1
Outdoor recreation.....	17.0	6.8	14.4	24.3	9.6
Entertainment and sightseeing.....	11.9	7.9	11.4	14.1	10.8
Other pleasure.....	5.5	5.3	10.4	4.6	1.5
Personal and family affairs.....	10.2	14.2	12.2	7.0	12.3
No answer.....	.2	.2	.1	.4	.1
VACATION TRAVEL					
Vacation.....	61.4	45.5	52.1	75.0	51.0
Not a vacation.....	32.9	49.5	42.4	19.7	41.2
No answer.....	5.7	5.0	5.5	5.3	7.8
SIZE OF PARTY					
1 person.....	26.7	34.1	31.1	20.0	32.6
2 persons.....	28.8	35.3	35.3	22.2	32.7
3 and 4 persons.....	26.0	18.8	20.5	32.5	22.1
5 persons and more.....	18.5	11.8	13.1	25.3	12.6
TIME DURATION					
1 night.....	5.7	8.2	7.0	3.4	8.1
2 nights.....	11.9	15.0	15.3	8.0	15.5
3 to 5 nights.....	17.7	15.8	18.6	15.4	25.4
6 to 9 nights.....	15.7	10.9	14.6	17.8	16.3
10 to 15 nights.....	15.9	12.5	12.3	19.8	13.1
16 to 20 nights.....	5.0	5.7	3.7	5.8	3.5
21 nights and more.....	28.1	31.9	28.5	29.8	18.1
DISTANCE (ONE-WAY STRAIGHT-LINE MILES)					
Less than 50 miles.....	6.8	5.5	7.4	7.0	7.1
50 to 99 miles.....	12.4	11.4	12.5	12.5	13.5
100 to 199 miles.....	17.4	16.4	17.9	16.6	20.3
200 to 499 miles.....	20.6	18.4	18.1	21.5	24.2
500 to 999 miles.....	14.6	12.5	15.1	15.0	14.6
1,000 miles and more.....	17.9	25.4	20.6	15.8	11.9
Outside United States.....	9.9	10.1	7.9	11.3	8.1
No answer.....	.4	.3	.5	.3	.3
FAMILY INCOME LEVEL					
Less than \$2,000.....	4.8	5.5	6.5	3.2	6.5
\$2,000 to \$2,999.....	4.3	5.4	6.6	2.8	4.4
\$3,000 to \$3,999.....	5.7	7.2	6.0	5.0	5.0
\$4,000 to \$4,999.....	6.0	5.7	5.7	5.8	7.5
\$5,000 to \$5,999.....	7.8	7.3	6.9	8.5	7.8

See footnotes at end of table.

TABLE 19. **PERSON-NIGHTS--Distributions by Quarter and Travel and Household Characteristics: 1967--Continued**

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS --Continued

Travel and household characteristics	1967 total	First quarter	Second quarter	Third quarter	Fourth quarter
FAMILY INCOME LEVEL--Continued					
\$6,000 to \$7,499.....	13.1	11.9	11.4	14.3	13.3
\$7,500 to \$9,999.....	18.0	16.0	16.2	20.3	15.5
\$10,000 to \$14,999.....	18.7	17.5	18.2	18.7	20.6
\$15,000 to \$24,999.....	8.1	7.3	8.5	8.3	7.7
\$25,000 and more.....	3.0	4.2	2.8	2.9	2.9
No answer.....	10.5	12.0	11.2	10.2	8.8
OCCUPATION OF HOUSEHOLD HEAD					
Professional and managerial workers.....	34.7	33.1	34.0	35.8	34.2
Clerical and sales workers.....	11.4	11.7	10.8	11.2	12.3
Craftsmen, operatives, and laborers.....	28.5	24.0	25.7	31.2	29.3
Service and private workers.....	3.9	3.6	4.2	4.2	2.8
Other ¹	21.5	27.6	25.3	17.6	21.4
EDUCATION OF HOUSEHOLD HEAD					
No school or elementary only.....	14.8	16.9	16.7	12.7	16.0
High school.....	42.6	40.6	41.7	44.5	40.6
College.....	41.6	40.8	40.8	41.9	42.5
No answer.....	1.0	1.7	.8	.9	.9
AREA OF ORIGIN					
In SMSA--in central city.....	28.2	28.7	28.4	27.8	28.9
In SMSA--outside central city.....	38.2	36.6	34.9	40.9	36.1
Non-SMSA.....	33.6	34.7	36.7	31.3	35.0
AGE OF TRAVELER					
Under 6 years.....	9.8	8.4	8.0	11.3	9.2
6 to 11 years.....	10.1	5.4	6.8	14.8	6.0
12 to 17 years.....	9.2	4.9	6.6	13.1	5.8
18 to 24 years.....	8.0	10.3	8.0	7.1	8.5
25 to 34 years.....	11.9	12.2	11.3	11.6	13.5
35 to 44 years.....	14.0	14.5	13.3	14.0	14.2
45 to 54 years.....	13.1	14.2	13.7	11.9	14.6
55 to 64 years.....	12.1	14.6	14.2	9.2	15.0
65 years and over.....	11.6	15.4	17.9	6.9	12.6
No answer.....	.2	.1	.2	.1	.6
TYPE OF LODGING					
Commercial.....	30.9	33.3	32.9	29.9	28.3
Friends and relatives.....	48.3	53.4	43.8	45.0	59.3
Own cabin, boat, trailer, etc.....	13.5	6.9	15.5	17.2	7.0
Other.....	6.7	5.3	7.3	7.4	5.4
No answer.....	.6	1.1	.5	.5	-

- Represents zero or rounds to zero.

¹Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 20. **PERSON-MILES--Distributions by Quarter and Travel and Household Characteristics: 1967**

A. DISTRIBUTION BY QUARTER

Travel and household characteristics	Total person-miles ¹		Percent distribution by quarter			
	Billions	Percent	First quarter	Second quarter	Third quarter	Fourth quarter
Total person-miles.....	311.8	100.0	19.1	24.3	38.0	18.6
TYPE OF TRANSPORT						
Auto.....	240.1	100.0	17.8	24.1	39.8	18.3
Bus.....	5.9	100.0	19.6	29.7	30.9	19.8
Train.....	6.4	100.0	26.5	25.6	31.5	16.4
Commercial air.....	52.4	100.0	23.4	24.8	30.8	21.0
Other.....	6.9	100.0	23.5	22.0	40.4	14.1
No answer.....	.1	(²)	(²)	(²)	(²)	(²)
PURPOSE OF TRIP						
Business.....	47.3	100.0	27.1	26.5	26.5	19.9
Attend conventions.....	8.3	100.0	14.8	36.1	28.9	20.2
Visits to friends and relatives.....	136.1	100.0	17.7	21.2	39.6	21.5
Outdoor recreation.....	34.3	100.0	13.4	24.2	50.6	11.8
Entertainment.....	8.3	100.0	19.2	22.6	35.2	23.0
Sightseeing.....	28.9	100.0	11.6	24.5	50.9	13.0
Other pleasure.....	5.9	100.0	26.3	26.0	37.1	10.6
Personal and family affairs.....	41.9	100.0	24.0	29.5	28.8	17.7
No answer.....	.8	(²)	(²)	(²)	(²)	(²)
VACATION TRAVEL						
Vacation.....	155.8	100.0	13.8	19.3	50.3	16.6
Not a vacation.....	138.9	100.0	25.8	30.2	24.2	19.8
No answer.....	17.1	100.0	12.4	21.7	37.8	28.1
SIZE OF PARTY						
1 person.....	85.6	100.0	23.6	26.8	28.4	21.2
2 persons.....	87.8	100.0	21.2	25.8	31.7	21.3
3 and 4 persons.....	85.3	100.0	16.6	21.2	46.3	15.9
5 persons and more.....	53.1	100.0	12.2	22.7	50.5	14.6
TIME DURATION						
1 day.....	23.8	100.0	17.3	32.2	27.2	23.3
1 night.....	48.3	100.0	25.5	28.7	24.8	21.0
2 nights.....	57.5	100.0	22.4	25.9	32.3	19.4
3 to 5 nights.....	67.3	100.0	17.7	23.6	36.3	22.4
6 to 9 nights.....	44.7	100.0	13.5	21.5	45.1	19.9
10 to 15 nights.....	37.5	100.0	14.7	21.1	51.4	12.8
16 to 20 nights.....	10.4	100.0	20.6	16.3	55.7	7.4
21 nights and more.....	22.3	100.0	20.6	19.0	52.6	7.8
DISTANCE (ONE-WAY STRAIGHT-LINE MILES ¹)						
Less than 50 miles.....	3.4	100.0	20.3	27.2	35.6	16.9
50 to 99 miles.....	16.5	100.0	20.8	26.1	33.5	19.6
100 to 199 miles.....	48.6	100.0	19.9	24.9	34.2	21.0
200 to 499 miles.....	61.9	100.0	17.8	22.0	39.4	20.8
500 to 999 miles.....	45.0	100.0	15.8	23.3	42.9	18.0
1,000 miles and more.....	136.4	100.0	20.2	25.1	37.7	17.0
FAMILY INCOME LEVEL						
Less than \$2,000.....	9.8	100.0	17.6	26.3	33.9	22.2
\$2,000 to \$2,999.....	8.9	100.0	19.0	25.7	35.1	20.2
\$3,000 to \$3,999.....	16.3	100.0	23.7	24.9	32.8	18.6
\$4,000 to \$4,999.....	18.9	100.0	18.3	25.6	37.9	18.2
\$5,000 to \$5,999.....	27.1	100.0	16.4	24.6	40.3	18.7

See footnotes at end of table.

TABLE 20. **PERSON-MILES--Distributions by Quarter and Travel and Household Characteristics: 1967--Continued**

A. DISTRIBUTION BY QUARTER--Continued

Travel and household characteristics	Total person-miles ¹		Percent distribution by quarter			
	Billions	Percent	First quarter	Second quarter	Third quarter	Fourth quarter
FAMILY INCOME LEVEL--Continued						
\$6,000 to \$7,499.....	42.9	100.0	17.0	22.1	39.9	21.0
\$7,500 to \$9,999.....	58.6	100.0	20.6	22.2	41.5	15.7
\$10,000 to \$14,999.....	65.9	100.0	16.7	26.3	38.6	18.4
\$15,000 to \$24,999.....	24.8	100.0	20.0	25.2	33.9	20.9
\$25,000 and more.....	10.0	100.0	26.9	24.4	29.9	18.8
No answer.....	28.6	100.0	21.7	23.8	36.1	18.4
OCCUPATION OF HOUSEHOLD HEAD						
Professional and managerial workers.....	123.1	100.0	19.8	24.2	36.5	19.5
Clerical and sales workers.....	37.3	100.0	18.2	26.6	37.3	17.9
Craftsmen, operatives, and laborers.....	91.8	100.0	17.4	22.5	41.2	18.9
Service and private workers.....	13.0	100.0	18.8	27.7	39.4	14.1
Other ³	46.6	100.0	21.0	25.3	35.9	17.8
EDUCATION OF HOUSEHOLD HEAD						
No school or elementary only.....	40.7	100.0	21.0	26.0	34.7	18.3
High school.....	126.5	100.0	17.1	23.3	41.1	18.5
College.....	141.7	100.0	20.1	24.8	36.2	18.9
No answer.....	2.9	(²)	(²)	(²)	(²)	(²)
AREA OF ORIGIN						
In SMSA--in central city.....	82.1	100.0	19.9	23.5	37.3	19.3
In SMSA--outside central city.....	118.8	100.0	18.0	24.7	39.0	18.3
Non-SMSA.....	110.9	100.0	19.5	24.5	37.4	18.6
AGE OF TRAVELER						
Under 6 years.....	29.4	100.0	16.7	23.5	42.7	17.1
6 to 11 years.....	27.1	100.0	11.6	22.2	53.6	12.6
12 to 17 years.....	23.6	100.0	12.5	22.8	51.2	13.5
18 to 24 years.....	26.0	100.0	23.2	22.9	35.5	18.4
25 to 34 years.....	46.4	100.0	20.9	22.5	36.4	20.2
35 to 44 years.....	52.4	100.0	18.8	26.2	36.1	18.9
45 to 54 years.....	50.4	100.0	21.5	24.2	34.2	20.1
55 to 64 years.....	37.6	100.0	21.7	25.9	30.2	22.2
65 years and over.....	18.2	100.0	21.0	29.0	29.4	20.6
No answer.....	.7	(²)	(²)	(²)	(²)	(²)

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.

²Not distributed.

³Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 20. **PERSON-MILES--Distributions by Quarter and Travel and Household Characteristics: 1967** --Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS

Travel and household characteristics	1967 total ¹	First quarter	Second quarter	Third quarter	Fourth quarter
Total person-miles:					
Billions.....	311.8	59.4	75.7	118.5	58.2
Percent.....	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic				
TYPE OF TRANSPORT					
Auto.....	77.0	71.8	76.4	80.8	75.6
Bus.....	1.9	1.9	2.3	1.5	2.0
Train.....	2.0	2.9	2.2	1.7	1.8
Commercial air.....	16.8	20.6	17.1	13.6	18.9
Other.....	2.2	2.7	2.0	2.3	1.7
No answer.....	.1	.1	-	.1	-
PURPOSE OF TRIP					
Business.....	15.1	21.5	16.6	10.6	16.2
Attend conventions.....	2.7	2.1	3.9	2.0	2.9
Visits to friends and relatives.....	43.7	40.4	38.2	45.4	50.4
Outdoor recreation.....	11.0	7.8	11.0	14.7	7.0
Entertainment and sightseeing.....	12.0	8.3	11.8	14.9	9.8
Other pleasure.....	1.9	2.6	2.0	1.8	1.0
Personal and family affairs.....	13.3	16.9	16.3	10.2	12.7
No answer.....	.3	.4	.2	.4	-
VACATION TRAVEL					
Vacation.....	50.0	36.1	39.7	66.2	44.3
Not a vacation.....	44.5	60.3	55.4	28.3	47.4
No answer.....	5.5	3.6	4.9	5.5	8.3
SIZE OF PARTY					
1 person.....	27.4	34.0	30.2	20.5	31.1
2 persons.....	28.1	31.3	29.9	23.5	32.2
3 and 4 persons.....	27.4	23.8	23.9	33.3	23.4
5 persons and more.....	17.1	10.9	16.0	22.7	13.3
TIME DURATION					
1 day.....	7.6	6.9	10.0	5.5	9.5
1 night.....	15.5	20.7	18.3	10.0	17.4
2 nights.....	18.4	21.6	19.7	15.7	19.3
3 to 5 nights.....	21.7	20.0	21.0	20.6	25.9
6 to 9 nights.....	14.3	10.1	12.7	17.1	15.3
10 to 15 nights.....	12.0	9.3	10.4	16.3	8.2
16 to 20 nights.....	3.3	3.6	2.3	4.9	1.3
21 nights and more.....	7.2	7.8	5.6	9.9	3.1
DISTANCE (ONE-WAY STRAIGHT-LINE MILES) ¹					
Less than 50 miles.....	1.1	1.3	1.2	1.0	1.0
50 to 99 miles.....	5.3	5.7	5.8	4.7	5.6
100 to 199 miles.....	15.6	16.3	16.0	14.0	17.6
200 to 499 miles.....	19.8	18.5	18.0	20.6	22.0
500 to 999 miles.....	14.4	11.9	13.8	16.3	13.9
1,000 miles and more.....	43.8	46.3	45.2	43.4	39.9
FAMILY INCOME LEVEL					
Less than \$2,000.....	3.2	2.9	3.4	2.8	3.7
\$2,000 to \$2,999.....	2.8	2.8	3.0	2.6	3.1
\$3,000 to \$3,999.....	5.2	6.5	5.4	4.5	5.2
\$4,000 to \$4,999.....	6.0	5.8	6.4	6.1	5.9
\$5,000 to \$5,999.....	8.7	7.6	8.8	9.2	8.7

See footnotes at end of table.

TABLE 20. PERSON-MILES--Distributions by Quarter and Travel and Household Characteristics: 1967--Continued

B. DISTRIBUTION BY TRAVEL AND HOUSEHOLD CHARACTERISTICS--Continued

Travel and household characteristics	1967 total ¹	First quarter	Second quarter	Third quarter	Fourth quarter
FAMILY INCOME LEVEL--Continued					
\$6,000 to \$7,499.....	13.8	12.3	12.5	14.5	15.5
\$7,500 to \$9,999.....	18.9	20.3	17.2	20.5	15.8
\$10,000 to \$14,999.....	21.1	18.5	22.9	21.5	20.9
\$15,000 to \$24,999.....	7.9	8.3	8.2	7.1	8.9
\$25,000 and more.....	3.2	4.6	3.2	2.5	3.3
No answer.....	9.2	10.4	9.0	8.7	9.0
OCCUPATION OF HOUSEHOLD HEAD					
Professional and managerial workers.....	39.6	41.1	39.3	37.9	41.3
Clerical and sales workers.....	11.9	11.4	13.0	11.8	11.4
Craftsmen, operatives, and laborers.....	29.4	26.9	27.3	31.9	29.8
Service and private workers.....	4.2	4.1	4.8	4.3	3.2
Other ²	14.9	16.5	15.6	14.1	14.3
EDUCATION OF HOUSEHOLD HEAD					
No school or elementary only.....	13.1	14.3	14.0	12.0	12.8
High school.....	40.6	36.5	38.8	43.8	40.2
College.....	45.4	48.0	46.4	43.3	46.0
No answer.....	.9	1.2	.8	.9	1.0
AREA OF ORIGIN					
In SMSA--in central city.....	26.3	27.5	25.4	25.9	27.2
In SMSA--outside central city.....	38.1	36.0	38.8	39.1	37.3
Non-SMSA.....	35.6	36.5	35.8	35.0	35.5
AGE OF TRAVELER					
Under 6 years.....	9.4	8.3	9.1	10.6	8.6
6 to 11 years.....	8.7	5.3	7.9	12.3	5.9
12 to 17 years.....	7.5	5.0	7.1	10.2	5.5
18 to 24 years.....	8.3	10.2	7.9	7.8	8.2
25 to 34 years.....	14.9	16.3	13.8	14.3	16.1
35 to 44 years.....	16.8	16.6	18.1	16.0	17.0
45 to 54 years.....	16.2	18.0	16.0	14.5	17.4
55 to 64 years.....	12.2	13.7	12.9	9.6	14.4
65 years and over.....	5.8	6.5	7.0	4.5	6.5
No answer.....	.2	.1	.2	.2	.4

- Represents zero or rounds to zero.

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.

²Includes unemployed, retired, and those whose occupations were not reported, as well as household heads in the Armed Forces who took trips while not under military orders.

TABLE 21. VACATION AND NONVACATION PERSON-TRIPS--Distributions by Quarter,
Purpose of Trip, and Type of Transport: 1967

A. DISTRIBUTION BY QUARTER

Purpose of trip and type of transport	Total person-trips		Percent distribution by quarter			
	Millions	Percent	First quarter	Second quarter	Third quarter	Fourth quarter
VACATION TRAVEL						
Total vacation person-trips ¹	157.5	100.0	12.7	20.6	49.7	17.0
TYPE OF TRANSPORT						
Auto.....	137.6	100.0	11.8	20.5	50.8	16.9
Bus.....	4.0	100.0	15.5	23.9	44.2	16.4
Train.....	2.5	100.0	23.2	20.6	39.5	16.7
Commercial air.....	10.1	100.0	20.0	22.0	37.6	20.4
Other.....	3.3	100.0	18.1	15.9	54.9	11.1
PURPOSE OF TRIP						
Business and conventions.....	2.1	100.0	16.5	22.4	47.6	13.5
Visits to friends and relatives.....	73.2	100.0	15.6	18.3	43.7	22.4
Outdoor recreation.....	42.7	100.0	8.7	25.0	55.6	10.7
Entertainment.....	7.2	100.0	16.9	21.1	43.2	18.8
Sightseeing.....	22.2	100.0	8.2	19.3	59.8	12.7
Other pleasure.....	5.5	100.0	13.5	16.2	62.6	7.7
Personal and family affairs.....	4.6	100.0	17.4	25.5	38.2	18.9
NONVACATION TRAVEL						
Total nonvacation person-trips ¹	182.7	100.0	25.6	28.4	25.1	20.9
TYPE OF TRANSPORT						
Auto.....	155.8	100.0	25.4	28.2	25.5	20.9
Bus.....	4.3	100.0	25.8	33.2	20.1	20.9
Train.....	2.2	100.0	29.4	30.0	20.3	20.3
Commercial air.....	17.4	100.0	27.8	27.8	22.5	21.9
Other.....	3.0	100.0	23.2	27.6	31.2	18.0
PURPOSE OF TRIP						
Business and conventions.....	53.7	100.0	27.0	29.2	23.8	20.0
Visits to friends and relatives.....	69.1	100.0	28.7	25.7	21.5	24.1
Outdoor recreation.....	15.8	100.0	15.2	36.0	36.1	12.7
Entertainment.....	4.6	100.0	20.5	23.0	28.6	27.9
Sightseeing.....	3.1	100.0	24.4	32.1	29.0	14.5
Other pleasure.....	1.1	100.0	22.1	29.5	36.8	11.6
Personal and family affairs.....	35.0	100.0	23.2	29.3	27.9	19.6
No answer.....	.3	(²)	(²)	(²)	(²)	(²)

¹In addition to 340.2 million person-trips specifically reported as "vacation" or "not vacation", there were 21.0 million for which the respondent did not state whether they were vacation or not vacation. The general pattern of these "don't know" person-trips is roughly intermediate between the vacation and nonvacation patterns.

²Not distributed.

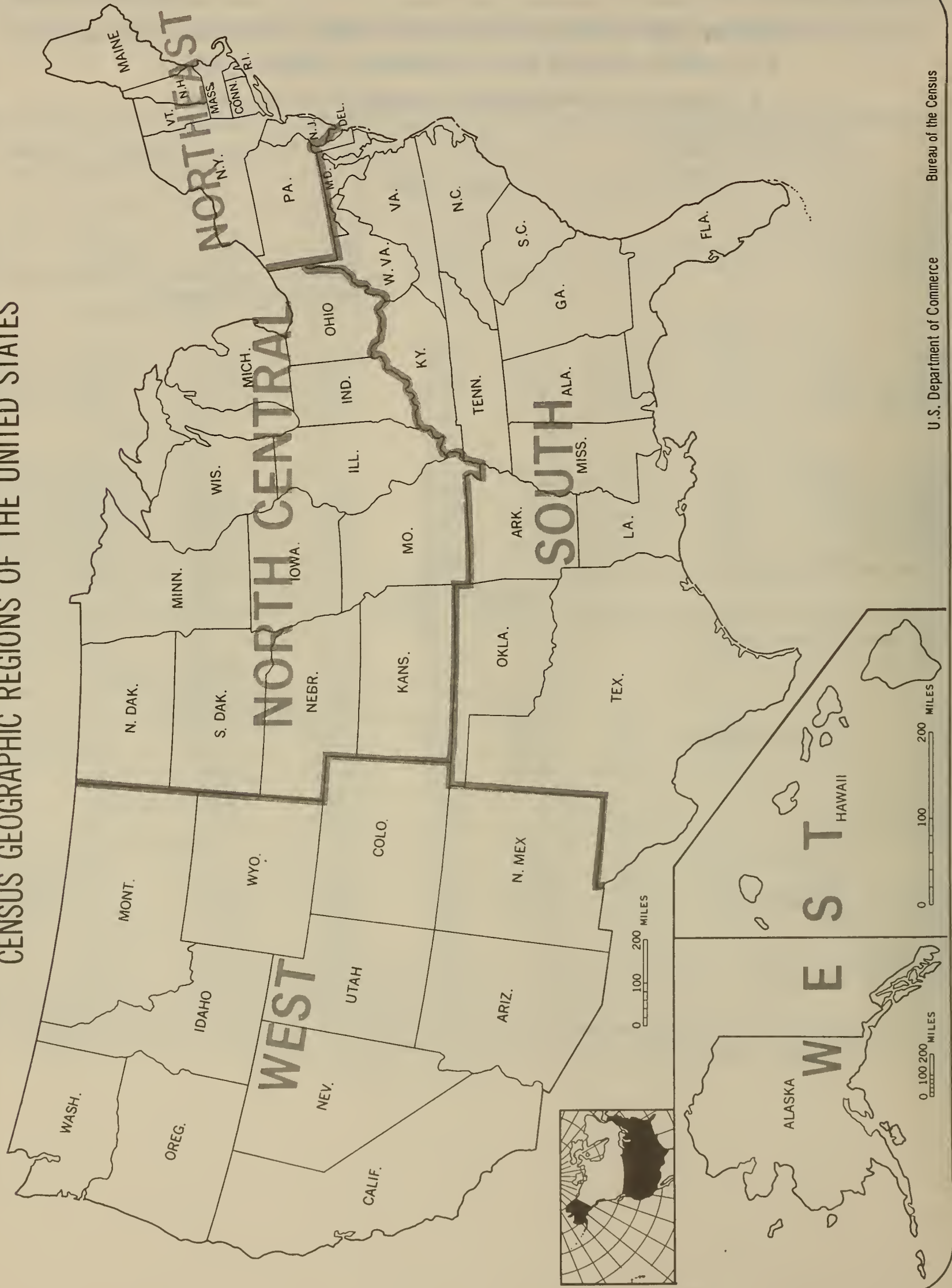
TABLE 21. **VACATION AND NONVACATION PERSON-TRIPS--Distributions by Quarter, Purpose of Trip, and Type of Transport: 1967 --Continued**

B. DISTRIBUTION BY PURPOSE OF TRIP AND TYPE OF TRANSPORT

Type of transport and purpose of trip	1967 total	First quarter	Second quarter	Third quarter	Fourth quarter
VACATION TRAVEL					
Total vacation person-trips: ¹					
Millions.....	157.5	20.1	32.4	78.3	26.7
Percent.....	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic				
TYPE OF TRANSPORT					
Auto.....	87.3	80.9	86.9	89.2	86.8
Bus.....	2.5	3.1	3.0	2.3	2.5
Train.....	1.6	2.9	1.6	1.3	1.6
Commercial air.....	6.4	10.1	6.9	4.9	7.7
Other.....	2.2	3.0	1.6	2.3	1.4
PURPOSE OF TRIP					
Business and conventions.....	1.3	1.7	1.4	1.3	1.0
Visits to friends and relatives.....	46.5	56.9	41.2	40.9	61.5
Outdoor recreation.....	27.1	18.6	33.0	30.3	17.1
Entertainment.....	4.6	6.1	4.7	4.0	5.1
Sightseeing.....	14.1	9.0	13.3	16.9	10.5
Other pleasure.....	3.6	3.7	2.8	4.4	1.6
Personal and family affairs.....	2.8	4.0	3.6	2.2	3.2
NONVACATION TRAVEL					
Total nonvacation person-trips: ¹					
Millions.....	182.7	46.8	51.8	45.9	38.2
Percent.....	100.0	100.0	100.0	100.0	100.0
	Percent distribution by characteristic				
TYPE OF TRANSPORT					
Auto.....	85.3	84.4	85.0	86.6	85.1
Bus.....	2.4	2.4	2.8	1.9	2.4
Train.....	1.2	1.4	1.3	1.0	1.2
Commercial air.....	9.5	10.3	9.4	8.5	10.0
Other.....	1.6	1.5	1.5	2.0	1.3
PURPOSE OF TRIP					
Business and conventions.....	29.4	31.0	30.2	27.9	28.1
Visits to friends and relatives.....	37.8	42.4	34.3	32.3	43.6
Outdoor recreation.....	8.7	5.1	11.0	12.5	5.3
Entertainment.....	2.5	2.0	2.1	2.8	3.4
Sightseeing.....	1.7	1.6	1.9	2.0	1.2
Other pleasure.....	.6	.5	.6	.9	.3
Personal and family affairs.....	19.1	17.3	19.8	21.2	17.9
No answer.....	.2	.1	.1	.4	.2

¹In addition to 340.2 million person-trips specifically reported as "vacation" or "not vacation," there were 21.0 million for which the respondent did not state whether they were vacation or not vacation. The general pattern of these "don't know" person-trips is roughly intermediate between the vacation and nonvacation patterns.

CENSUS GEOGRAPHIC REGIONS OF THE UNITED STATES



Chapter 4

Regional and Interregional Travel

GENERAL

This chapter deals with regional and interregional travel patterns. The data, definitions, and classifications in this chapter, aside from the introduction of geographic areas, are identical to their counterparts in the earlier chapters. However, a brief discussion of selected aspects will be helpful.

The *origin* of each trip is the permanent residence of the traveler, because a trip was defined as a round trip that started at home and ended at home. For that reason, the origin data in these tables should be interpreted to measure the size and location of the "travel market." Also, for that reason, no trips are shown to have originated outside of the United States.

The *destination* is the most distant point reached on the round trip. The destination is not limited to this country, but may be anywhere in the world.

The United States is divided into four regions: Northeast, North Central, South, and West, as shown by the map on page 66. An additional destination area of "outside of the United States" is used for trips where the most distant point reached was beyond the 50 States.

The term "domestic travel" is introduced in this chapter and used mainly to measure interregional net balances of travel within the United States. Domestic travel specifically includes all travel that remained within the United States (that is, both the origin and the destination were in this country). Foreign travel is excluded from the interregional net balances because the survey obtained data *only* for trips by U.S. residents to other countries, but did not obtain travel information for nonresidents who came to this country. For that reason, net balances could not be estimated for travel to and from areas outside of the United States.

As an illustration of the relative magnitude of domestic travel, the tables show about 361.2 million person-trips of all kinds originated in this country during 1967. About 14.9 million of them were "foreign" (that is, to destinations outside of this country), leaving 346.3 million as the total domestic person-trips.

GUIDE TO REGIONAL DATA

The basic tables at the end of this chapter show travel for geographic regions. Data are presented in the following regional categories:

- Region of origin (tables 22 to 25)
- Region of destination (tables 26 and 27)
- Interregional person-trips (tables 28 to 37)
 - Selected means of transport (tables 29 and 30)
 - Selected purposes (tables 31 to 33)
 - Family income levels (tables 34 to 37)
- Interregional net balances of travel (tables 38 to 41)
- Destinations outside United States (tables 42 and 43)

Table K. Summary of Travel by Region of Origin: 1967

Item	United States	Region of origin			
		North-east	North Central	South	West
Households in which someone took at least one trip . millions..	38.1	8.3	11.5	10.9	7.4
Persons who took at least one tripdo....	107.9	22.9	33.8	30.0	21.2
Tripsdo....	183.1	37.8	53.8	52.7	38.8
Person-tripsdo....	361.2	72.1	112.2	100.7	76.2
Person-nightsdo....	1,579.9	358.8	474.3	411.0	335.8
Person-miles ¹billions..	311.8	67.8	95.3	80.6	68.1

¹ Mileage (including the U.S. portion) was not computed for destinations outside the United States.

HIGHLIGHTS

REGIONAL ORIGIN PATTERNS. Of the 38.1 million households in this country in which one or more persons took at least one trip during the year, about 11.5 million were located in the North Central Region, almost as many (10.9 million) were in the South, and the balance was almost equally divided between the Northeast and West (8.3 and 7.4 million, respectively), as shown by table K.

Similar regional patterns were found also when measured by millions of trips, person-trips, person-nights, or person-miles. In general, the North Central Region generated the largest volume of travel, no matter what measurement units were used. The South was a close second. The Northeast and West were roughly equal, but at a lower level. In fact, of the six units of measure shown in table K, the West Region led the Northeast in three (trips, person-trips, and person-miles), while the Northeast led the West in the other three (number of households, persons taking trips, and person-nights).

REGIONAL DESTINATION PATTERNS. Automobiles, as expected, provided the bulk of the domestic transportation. They accounted for roughly 80 to 90 percent of the person-trips to destinations within the United States, and even accounted for almost two-thirds (63.1 percent) of the total to destinations outside of this country (table L). Those destinations reached by automobile, of course, were mainly in Canada and Mexico.

The pattern was reversed between domestic and international air travel. Commercial air carried about 7.4 percent of the total person-trips in *domestic* service (ranging from 5.7 to 10.0 percent by destination region) as compared with 22.8 percent of the total *international* travel. The air share of the total person-trip outside the country was almost twice the share of all other carriers, except auto. The "others" were mostly by water.

With respect to purpose of trip, the differences between the profiles for international and domestic travel tend to be striking, when contrasted with total domestic travel and dif-

Table L. Distribution of Travel for Areas of Destination by Travel Class: 1967

Selected travel class	Total person-trips originated in U.S.	Area of destination					
		U.S.	North-east	North Central	South	West	Outside U.S.
Total person-trips:							
Millions	361.2	346.3	65.8	97.3	108.5	74.7	14.9
Percent	100.0	100.0	100.0	100.0	100.0	100.0	100.0
		Percent distribution by class					
Transport:							
Auto	86.1	87.0	85.7	89.5	87.8	83.9	63.1
Commercial air	8.0	7.4	7.3	5.7	7.0	10.0	22.8
Other	5.9	5.6	7.0	4.8	5.2	6.1	14.1
Purpose:							
Business and conventions	16.2	16.5	14.0	17.3	17.6	16.0	8.9
Visits to friends and relatives	42.2	43.0	42.8	43.2	48.2	35.5	22.9
Outdoor recreation ..	17.2	17.3	19.2	19.4	10.6	22.5	14.3
Other	24.4	23.2	24.0	20.1	23.6	26.0	53.9

ferences among regions. For example, business and convention person-trips accounted for 16.2 percent of the total travel originated in the United States, 16.5 percent of all domestic travel (that is, all trips with destinations in this country), but only half that much (8.9 percent) of the international travel. Within the United States, the business and convention travel share of regional travel ranged between 14.0 and 17.6 percent.

Similarly, person-trips to visit friends and relatives represented 43 percent of the total domestic travel as compared with 22.9 percent of the international person-trips. However, the range among the destination regions was moderate—from 35.5 percent in the West to 48.2 percent in the South.

A tendency toward a reversal of pattern is shown for outdoor recreation, where the international share is only moderately below the average for domestic travel. A clear reversal of profile was found in "Other" for which its international share (53.9 percent) was more than twice its share of domestic travel. That reversal was attributable mainly to the fact that sightseeing is the principal reason cited for trips outside of the United States but a relatively minor reason mentioned for domestic travel, as shown by table 26.

INTERREGIONAL TRAVEL. Travel tends to remain principally within its "home" region, although a substantial number of person-trips were reported between all possible pairs of origin-destination regions.

The underlined figures in table M are the total person-trips that remained wholly within a single region.¹ The remaining figures in each vertical column (except total) show the millions of person-trips having destinations in other than the home region. Similarly, the remaining figures in the horizontal lines (except total) show the source of travel into the specified region.

For example, of the 72.1 million person-trips originated in the Northeast Region, 52.2 million remained in the region, 3.8 million went to the North Central Region, 9.7 million to the South, 1.3 million to the West, and 5.1 million went outside the United States. Looking at travel flows from the point of view of destinations, table M shows 65.8 million person-trips were to the Northeast Region from all parts of the United States. Of that number, 52.2 million were by persons who live permanently in the Northeast (that is, originated in that region), 5.4 million were from the North Central, 7.4 million from the South, and almost 1 million (0.8) from the West.

INTERREGIONAL BALANCES OF TRAVEL. Tables N and O summarize interregional travel flows and net balances. The first table deals with broad segments of interregional travel, and the second analyzes the composition of the interregional net balances of *domestic* travel, with respect to purpose and family income level.

¹ Technically, the origin and destination were in the same region, but the actual route could have crossed the boundary into another region and returned before reaching the destination.

Table M. Volume of Interregional Travel: 1967

(Millions of Person-Trips)

Region of destination	United States	Region of origin			
		North-east	North Central	South	West
Total	¹ 361.2	72.1	112.2	100.7	76.2
Northeast	65.8	<u>52.2</u>	5.4	7.4	0.8
North Central	97.3	3.8	<u>84.6</u>	6.4	2.5
South	108.5	9.7	14.5	<u>81.8</u>	2.5
West	74.7	1.3	4.4	3.1	<u>65.9</u>
Outside United States	14.9	5.1	3.3	2.0	<u>4.5</u>

¹ Includes 14.9 million person-trips outside United States; total destinations within the United States are 346.3 person-trips (i.e., 361.2 less 14.9).

The first broad division of travel (table N) is into foreign and domestic. Of the 361.2 million trips originated in this country, 14.9 million were foreign (that is, went outside the United States) and 346.3 were domestic. The Northeast generated the largest total number of international person-trips (5.1 million) followed closely by the West. Since comparable data are not available for foreign travel into the United States, net balances for this segment could not be estimated; the net balances shown in the tables involve only domestic travel.

With respect to domestic interregional flows, three divisions are shown: wholly within same region, outflow (from region into other regions), and inflow (into region from other regions). To illustrate, the total *domestic* travel generated by the Northeast Region is shown to be 67.0 million person-trips. Of that number, 52.2 million remained within the Northeast, 14.8 million went to U.S. destinations outside of the Northeast, and 13.6 came to the Northeast from all other regions. Since the outflow of travel from the Northeast was larger than the inflow, the net balance is shown as negative.

The North Central and Northeast Regions had negative balances (that is, net outflows)

amounting to 11.6 million and 1.2 million person-trips, respectively. The South and West both had net inflows, amounting to 9.8 million and 3.0 million respectively.

Turning to purpose of trip (table O), the outflows from the North Central Region to visit friends and relatives and for other non-business trips were larger than in any other region, but there was a small inflow for business.

In the Northeast Region, an unfavorable balance of business travel coupled with a somewhat smaller negative balance of pleasure trips (other than visiting friends and relatives) mainly accounted for the overall negative net balance. The favorable balances in the South and West were attributable mainly to visiting friends and relatives and other pleasure.

Turning to the question of the interregional net balances of travel by income class, all income levels in the North Central Region had a net outflow. A somewhat different situation was found in the Northeast, where the net outflow was concentrated among the higher income levels. In contrast, net inflows into the South and West were found in every income class.

Table N. Interregional Balance of Travel: 1967

(Millions of person-trips)

Item	United States	North-east	North Central	South	West
Total person-trips originated . . .	361.2	72.1	112.2	100.7	76.2
Destination outside U.S.	14.9	5.1	3.3	2.0	4.5
Total domestic travel	¹ 346.3	67.0	108.9	98.7	71.7
In same region	284.5	52.2	84.6	81.8	65.9
To other region	61.8	14.8	24.3	16.9	5.8
From other region	61.8	13.6	12.7	26.7	8.8
Net balance	¹ .0	-1.2	-11.6	+9.8	+3.0

¹ By definition, the origin and destination of domestic travel are both within the United States; consequently the net balance for United States as a whole is zero, and the total that went to other regions necessarily equals the total that come for other regions.

Table O. Interregional Net Balance of Domestic Travel, by Purpose of Trip
and Income Level: 1967

(Millions of person-trips)

Item	North- east	North Central	South	West
Origin in region	67.0	108.9	98.7	71.7
Destination in region	65.8	97.3	108.5	74.7
Net balance	-1.2	-11.6	+9.8	+3.0
NET BALANCES				
Purpose of trip:				
Business and conventions	- .8	+ .6	- .1	+ .2
Visits to friends and relatives	+ .3	- 5.3	+ 4.4	+ .6
Pleasure and other ¹	- .7	- 6.9	+ 5.5	+ 2.2
Income level:				
Less than \$4,000	0	- .9	+ .6	+ .3
\$4,000 to \$7,499	+ .8	- 4.4	+ 2.8	+ .8
\$7,500 to \$9,999	- .6	- 2.5	+ 2.7	+ .4
\$10,000 and more	- 1.3	- 2.5	+ 2.7	+ 1.1
No answer	- .1	- 1.3	+ 1.0	+ .4

¹ Includes travel for sightseeing, entertainment, recreation, personal and family affairs, etc.

TABLE 22. PERSON-TRIPS FOR REGION OF ORIGIN--Distributions by Type of Transport and Purpose of Trip: 1967

Characteristic	Millions of person-trips					Percent distribution by characteristic				
	United States	North-east	North Central	South	West	United States	North-east	North Central	South	West
Total.....	361.2	72.1	112.2	100.7	76.2	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT										
Auto.....	310.8	59.5	99.4	87.5	64.4	86.1	82.5	88.6	86.9	84.6
Bus.....	9.4	2.6	1.9	2.9	2.0	2.6	3.6	1.7	2.9	2.8
Train.....	5.2	1.4	2.2	1.0	.6	1.4	1.9	1.9	1.0	.8
Commerical air.....	28.9	7.4	6.8	7.6	7.1	8.0	10.3	6.1	7.5	9.2
Other.....	6.6	1.1	1.8	1.6	2.1	1.8	1.7	1.7	1.7	2.6
No answer.....	.3	.1	.1	.1	-	.1	-	-	-	-
PURPOSE OF TRIP										
Business.....	50.4	8.9	14.1	17.0	10.4	14.0	12.4	12.6	16.9	13.7
Attend conventions.....	8.0	1.4	2.3	2.6	1.7	2.2	2.0	2.1	2.6	2.1
Visits to friends and relatives.....	152.3	28.9	47.9	48.4	27.1	42.2	40.1	42.7	48.1	35.5
Outdoor recreation.....	62.1	13.6	21.0	10.2	17.3	17.2	18.8	18.7	10.2	22.7
Entertainment.....	12.7	2.3	3.5	2.9	4.0	3.5	3.2	3.1	2.8	5.3
Sightseeing.....	26.2	6.9	7.7	5.4	6.2	7.2	9.6	6.9	5.4	8.1
Other pleasure.....	6.9	2.4	1.4	1.5	1.6	1.9	3.3	1.3	1.4	2.2
Personal and family affairs.....	42.1	7.6	14.1	12.6	7.8	11.7	10.5	12.5	12.6	10.3
No answer.....	.5	.1	.2	.1	.1	.1	.1	.1	-	.1

TABLE 23. PERSON-NIGHTS FOR REGION OF ORIGIN--Distributions by Type of Transport and Purpose of Trip: 1967

Characteristic	Millions of person-nights					Percent distribution by characteristic				
	United States	North-east	North Central	South	West	United States	North-east	North Central	South	West
Total.....	1,579.9	358.8	474.3	411.0	335.8	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT										
Auto.....	1,179.5	263.6	375.3	310.7	229.9	74.7	73.5	79.1	75.6	68.4
Bus.....	55.1	11.8	10.6	20.4	12.3	3.5	3.3	2.2	5.0	3.7
Train.....	43.9	7.7	18.5	9.7	8.0	2.8	2.1	3.9	2.4	2.4
Commerical air.....	234.6	65.3	53.8	52.9	62.6	14.9	18.2	11.4	12.9	18.6
Other.....	66.0	10.3	15.5	17.3	22.9	4.1	2.9	3.3	4.1	6.9
No answer.....	.8	.1	.6	-	.1	-	-	.1	-	-
PURPOSE OF TRIP										
Business.....	177.2	34.7	40.1	60.8	41.5	11.2	9.7	8.4	14.8	12.4
Attend conventions.....	30.3	5.2	9.2	9.0	7.0	1.9	1.4	1.9	2.2	2.1
Visits to friends and relatives.....	663.7	130.5	198.7	198.0	136.5	42.1	36.4	41.9	48.2	40.6
Outdoor recreation.....	268.6	78.6	86.4	41.0	62.6	17.0	21.9	18.2	10.0	18.6
Entertainment.....	30.7	7.5	8.9	6.4	7.9	1.9	2.1	1.9	1.6	2.3
Sightseeing.....	158.0	42.0	52.7	33.1	30.2	10.0	11.7	11.2	8.0	9.1
Other pleasure.....	87.1	31.3	31.4	11.7	12.7	5.5	8.7	6.6	2.8	3.8
Personal and family affairs.....	160.5	26.3	46.3	50.8	37.1	10.2	7.3	9.8	12.4	11.0
No answer.....	3.8	2.7	.6	.2	.3	.2	.8	.1	-	.1

TABLE 24. PERSON-MILES FOR REGION OF ORIGIN--Distributions by Type of Transport and Purpose of Trip: 1967

Characteristic	Billions of person-miles ¹					Percent distribution by characteristic				
	United States	North-east	North Central	South	West	United States	North-east	North Central	South	West
Total.....	311.8	67.8	95.3	80.6	68.1	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT										
Auto.....	240.1	51.6	77.3	63.6	47.6	77.0	76.2	81.1	79.1	70.0
Bus.....	5.9	1.3	1.4	1.9	1.3	1.9	1.9	1.5	2.3	1.9
Train.....	6.4	1.0	2.8	1.3	1.3	2.0	1.4	3.0	1.6	1.9
Commerical air.....	52.4	12.8	11.6	12.0	16.0	16.8	18.8	12.2	14.8	23.4
Other.....	7.0	1.1	2.2	1.8	1.9	2.3	1.7	2.2	2.2	2.8
PURPOSE OF TRIP										
Business.....	47.3	9.8	10.6	14.1	12.8	15.1	14.5	11.1	17.5	18.8
Attend conventions.....	8.3	1.8	2.1	2.2	2.2	2.7	2.6	2.1	2.6	3.3
Visits to friends and relatives.....	136.1	27.9	43.1	38.0	27.1	43.7	41.4	45.2	47.3	39.7
Outdoor recreation.....	34.3	9.3	11.4	5.3	8.3	11.0	13.8	11.9	6.6	12.2
Entertainment.....	8.3	1.3	2.7	1.9	2.4	2.7	1.9	2.9	2.3	3.5
Sightseeing.....	28.9	6.6	11.1	5.9	5.3	9.3	9.8	11.7	7.3	7.8
Other pleasure.....	5.9	1.7	1.8	1.3	1.1	1.9	2.4	1.9	1.6	1.7
Personal and family affairs.....	41.9	8.7	12.5	11.8	8.9	13.3	12.6	13.2	14.7	13.0
No answer.....	.8	.7	-	.1	-	.3	1.0	-	.1	-

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.

TABLE 25. AVERAGE NIGHTS AND MILES FOR REGION OF ORIGIN--Distributions by Type of Transport and Purpose of Trip: 1967

Characteristic	Average nights on trip					Average round-trip miles ¹				
	United States	North-east	North Central	South	West	United States	North-east	North Central	South	West
Total.....	4.4	5.0	4.2	4.1	4.4	863	940	849	800	894
TYPE OF TRANSPORT										
Auto.....	3.8	4.4	3.8	3.6	3.6	773	867	779	727	739
Bus.....	5.9	4.5	5.6	7.0	6.2	628	500	737	655	650
Train.....	8.4	5.5	8.4	9.7	13.3	1,231	714	1,273	1,300	2,167
Commerical air.....	8.1	8.8	7.9	7.0	8.8	1,813	1,730	1,706	1,579	2,254
Other.....	10.0	8.6	8.2	10.2	10.9	1,045	917	1,105	1,059	905
PURPOSE OF TRIP										
Business.....	3.5	3.9	2.8	3.6	4.0	938	1,101	752	829	1,231
Attend conventions.....	3.8	3.7	4.0	3.5	4.1	1,038	1,286	913	846	1,294
Visits to friends and relatives.....	4.4	4.5	4.1	4.1	5.0	894	965	900	785	1,000
Outdoor recreation.....	4.3	5.8	4.1	4.0	3.6	552	684	543	520	480
Entertainment.....	2.4	3.3	2.5	2.2	2.0	654	565	771	655	600
Sightseeing.....	6.0	6.1	6.8	6.1	4.9	1,103	957	1,442	1,093	855
Other pleasure.....	12.6	13.0	22.4	7.8	7.9	855	708	1,286	867	688
Personal and family affairs.....	3.8	3.5	3.3	4.0	4.8	995	1,145	887	937	1,141

¹Mileage (including the U.S. portion) was not computed for destinations outside the United States.

TABLE 26. PERSON-TRIPS FOR REGION OF DESTINATION--Distributions by Type of Transport and Purpose of Trip: 1967

Characteristic	Millions of person-trips						Percent distribution by characteristic					
	Total ¹	North-east	North Central	South	West	Outside U.S.	Total	North-east	North Central	South	West	Outside U.S.
Total.....	361.2	65.8	97.3	108.5	74.7	14.9	100.0	100.0	100.0	100.0	100.0	100.0
TYPE OF TRANSPORT												
Auto.....	310.8	56.4	86.9	95.3	62.7	9.5	86.1	85.7	89.5	87.8	83.9	63.8
Bus.....	9.4	2.3	1.7	2.7	2.1	.6	2.6	3.5	1.7	2.5	2.9	3.9
Train.....	5.2	1.3	1.7	1.2	.9	.1	1.4	2.0	1.7	1.1	1.2	.6
Commercial air.....	28.9	4.8	5.6	7.6	7.5	3.4	8.0	7.3	5.7	7.0	10.0	22.8
Other.....	6.6	.9	1.3	1.6	1.5	1.3	1.8	1.4	1.3	1.5	2.0	8.9
No answer.....	.3	.1	.1	.1	-	-	.1	.1	.1	.1	-	-
PURPOSE OF TRIP												
Business.....	50.4	8.0	14.5	16.4	10.5	1.0	14.0	12.2	14.9	15.2	14.1	6.8
Attend conventions.....	8.0	1.1	2.4	2.6	1.5	.4	2.2	1.8	2.4	2.4	1.9	2.1
Visits to friends and relatives.....	152.3	28.2	41.9	52.3	26.5	3.4	42.2	42.8	43.2	48.2	35.5	22.9
Outdoor recreation.....	62.1	12.7	18.9	11.6	16.8	2.1	17.2	19.2	19.4	10.6	22.5	14.3
Entertainment.....	12.7	2.0	2.7	3.0	4.2	.8	3.5	3.2	2.7	2.8	5.6	5.2
Sightseeing.....	26.2	4.1	3.5	7.1	6.2	5.3	7.2	6.2	3.5	6.5	8.3	35.8
Other pleasure.....	6.9	1.6	.6	2.0	1.5	1.2	1.9	2.4	.6	1.8	2.1	8.0
Personal and family affairs.....	42.1	7.9	12.7	13.4	7.4	.7	11.7	12.0	13.2	12.4	9.9	4.9
No answer.....	.5	.2	.1	.1	.1	-	.1	.2	.1	.1	.1	-

¹Includes destinations "Outside U.S."

TABLE 27. AVERAGE NIGHTS AND MILES FOR REGION OF DESTINATION--Distributions by Type of Transport and Purpose of Trip: 1967

Characteristic	Average nights on trip						Average round-trip miles ¹					
	United States	North-east	North Central	South	West	Outside U.S.	United States	North-east	North Central	South	West	
Total.....	4.4	4.1	3.4	4.5	4.6	10.4	863	889	744	930	1,071	
TYPE OF TRANSPORT												
Auto.....	3.8	3.8	3.1	4.1	3.9	6.6	773	840	681	853	833	
Bus.....	5.9	5.2	5.6	6.1	6.5	5.7	628	522	706	741	714	
Train.....	8.4	4.3	7.6	10.0	13.8	9.0	1,231	692	1,118	1,417	2,111	
Commercial air.....	8.1	5.4	5.5	7.1	8.1	18.7	1,813	1,667	1,589	1,789	2,920	
Other.....	10.0	8.0	5.5	8.9	8.2	19.3	1,045	1,111	923	1,375	1,667	
PURPOSE OF TRIP												
Business.....	3.5	3.7	3.1	3.2	3.3	15.3	938	1,063	772	835	1,324	
Attend conventions.....	3.8	3.5	3.3	3.3	3.1	13.5	1,038	1,091	1,042	1,038	1,267	
Visits to friends and relatives.....	4.4	3.7	3.6	4.3	5.3	11.4	894	918	804	893	1,125	
Outdoor recreation.....	4.3	5.3	3.7	4.3	3.8	7.9	552	661	476	612	583	
Entertainment.....	2.4	3.1	1.4	2.7	2.2	4.3	654	700	519	700	810	
Sightseeing.....	6.0	3.0	2.8	6.0	6.0	10.6	1,103	854	971	1,451	1,887	
Other pleasure.....	12.6	9.0	4.3	21.3	10.8	9.5	855	375	667	1,600	1,133	
Personal and family affairs.....	3.8	3.4	3.2	3.9	4.3	12.7	995	1,051	850	1,119	1,054	

¹Miles were not computed for destinations outside United States.

TABLE 28. PERSON-TRIPS--Distributions by Regions of Origin and of Destination: 1967

Region of destination	Region of origin				
	U.S. total	North-east	North Central	South	West
Millions of person-trips					
Total.....	361.2	72.1	112.2	100.7	76.2
Northeast Region.....	65.8	52.2	5.4	7.4	.8
North Central Region.....	97.3	3.8	84.6	6.4	2.5
South Region.....	108.5	9.7	14.5	81.8	2.5
West Region.....	74.7	1.3	4.4	3.1	65.9
Outside United States.....	14.9	5.1	3.3	2.0	4.5
Percent distribution by region of origin					
Total.....	100.0	20.0	31.1	27.8	21.1
Northeast Region.....	100.0	79.4	8.2	11.2	1.2
North Central Region.....	100.0	3.8	87.0	6.6	2.6
South Region.....	100.0	8.8	13.5	75.4	2.3
West Region.....	100.0	1.7	5.9	4.2	88.2
Outside United States.....	100.0	33.9	22.4	13.8	29.9
Percent distribution by region of destination					
Total.....	100.0	100.0	100.0	100.0	100.0
Northeast Region.....	18.2	72.4	4.8	7.3	1.0
North Central Region.....	26.9	5.3	75.4	6.4	3.3
South Region.....	30.1	13.4	12.9	81.2	3.3
West Region.....	20.7	1.8	3.9	3.1	86.5
Outside United States.....	4.1	7.1	3.0	2.0	5.9

TABLE 29. AUTOMOBILE PERSON-TRIPS--Distributions by Regions of Origin and of Destination: 1967

Region of destination	Region of origin				
	U.S. total	North-east	North Central	South	West
Millions of person-trips					
Total.....	310.8	59.5	99.4	87.5	64.4
Northeast Region.....	56.4	47.2	3.9	5.1	.2
North Central Region.....	86.9	2.2	78.7	4.5	1.5
South Region.....	95.3	6.6	12.2	75.0	1.5
West Region.....	62.7	.3	2.4	1.9	58.1
Outside United States.....	9.5	3.2	2.2	1.0	3.1
Percent distribution by region of origin					
Total.....	100.0	19.2	32.0	28.1	20.7
Northeast Region.....	100.0	83.6	6.9	9.0	.5
North Central Region.....	100.0	2.5	90.6	5.2	1.7
South Region.....	100.0	6.9	12.8	78.7	1.6
West Region.....	100.0	.5	3.8	3.0	92.7
Outside United States.....	100.0	33.7	23.2	10.5	32.6
Percent distribution by region of destination					
Total.....	100.0	100.0	100.0	100.0	100.0
Northeast Region.....	18.2	79.3	3.9	5.8	.5
North Central Region.....	27.9	3.7	79.2	5.2	2.3
South Region.....	30.6	11.1	12.3	85.7	2.3
West Region.....	20.2	.5	2.4	2.2	90.1
Outside United States.....	3.1	5.4	2.2	1.1	4.8

TABLE 30. AIR PERSON-TRIPS--Distributions by Regions of Origin and of Destination: 1967

Region of destination	Region of origin				
	U.S. total	North-east	North Central	South	West
Millions of person-trips					
Total.....	28.9	7.4	6.8	7.6	7.1
Northeast Region.....	4.8	1.8	1.1	1.4	.5
North Central Region.....	5.6	1.3	2.2	1.3	.8
South Region.....	7.6	2.1	1.4	3.2	.9
West Region.....	7.5	.9	1.4	1.0	4.2
Outside United States.....	3.4	1.3	.7	.7	.7
Percent distribution by region of origin					
Total.....	100.0	26.2	23.1	25.9	24.8
Northeast Region.....	100.0	37.5	22.9	29.2	10.4
North Central Region.....	100.0	25.0	37.5	23.2	14.3
South Region.....	100.0	28.6	18.2	41.5	11.7
West Region.....	100.0	12.0	18.7	12.0	57.3
Outside United States.....	100.0	38.2	20.6	20.6	20.6
Percent distribution by region of destination					
Total.....	100.0	100.0	100.0	100.0	100.0
Northeast Region.....	16.6	23.7	16.4	18.7	7.0
North Central Region.....	19.3	18.4	31.3	17.3	11.1
South Region.....	26.6	28.9	20.9	42.7	12.5
West Region.....	25.9	11.8	20.9	12.0	59.7
Outside United States.....	11.6	17.2	10.5	9.3	9.7

TABLE 31. PERSON-TRIPS FOR BUSINESS AND CONVENTIONS--Distributions by Regions of Origin and of Destination: 1967

Region of destination	Region of origin				
	U.S. total	North-east	North Central	South	West
Millions of person-trips					
Total.....	58.4	10.3	16.4	19.6	12.1
Northeast Region.....	9.1	6.1	1.1	1.6	.3
North Central Region.....	16.9	1.4	13.0	1.9	.6
South Region.....	19.0	2.0	1.4	14.8	.8
West Region.....	12.0	.4	.7	.9	10.0
Outside United States.....	1.4	.4	.2	.4	.4
Percent distribution by region of origin					
Total.....	100.0	17.6	28.3	33.6	20.5
Northeast Region.....	100.0	67.4	12.0	17.4	3.2
North Central Region.....	100.0	7.7	77.4	11.3	3.6
South Region.....	100.0	10.5	7.8	77.5	4.2
West Region.....	100.0	3.4	5.0	7.6	84.0
Outside United States.....	100.0	28.6	21.4	28.6	21.4
Percent distribution by region of destination					
Total.....	100.0	100.0	100.0	100.0	100.0
Northeast Region.....	15.8	60.2	6.7	8.1	2.5
North Central Region.....	28.8	12.6	78.8	9.7	5.0
South Region.....	32.7	19.4	9.1	75.6	6.7
West Region.....	20.4	3.9	3.6	4.6	83.3
Outside United States.....	2.3	3.9	1.8	2.0	2.5

TABLE 32. PERSON-TRIPS FOR VISITS TO FRIENDS AND RELATIVES--Distributions by Regions of Origin and of Destination: 1967

Region of destination	Region of origin				
	U.S. total	Northeast	North Central	South	West
Millions of person-trips					
Total.....	152.3	28.9	47.9	48.4	27.1
Northeast Region.....	28.2	21.6	2.8	3.4	.4
North Central Region.....	41.9	1.8	35.4	3.3	1.4
South Region.....	52.3	4.0	7.2	40.1	1.0
West Region.....	26.5	.5	1.8	1.1	23.1
Outside United States.....	3.4	1.0	.7	.5	1.2
Percent distribution by region of origin					
Total.....	100.0	19.1	31.4	31.8	17.7
Northeast Region.....	100.0	77.2	9.6	12.1	1.1
North Central Region.....	100.0	4.3	84.5	7.9	3.3
South Region.....	100.0	7.6	13.8	76.7	1.9
West Region.....	100.0	1.9	6.8	4.2	87.1
Outside United States.....	100.0	29.4	20.6	14.7	35.3
Percent distribution by region of destination					
Total.....	100.0	100.0	100.0	100.0	100.0
Northeast Region.....	18.5	75.0	5.6	7.0	1.1
North Central Region.....	27.5	6.2	74.1	6.8	5.2
South Region.....	34.3	13.7	15.1	82.9	3.7
West Region.....	17.4	1.7	3.7	2.3	85.6
Outside United States.....	2.3	3.4	1.5	1.0	4.4

TABLE 33. PERSON-TRIPS FOR OUTDOOR RECREATION, ENTERTAINMENT, SIGHTSEEING, AND PERSONAL AND FAMILY AFFAIRS--Distributions by Regions of Origin and Destination: 1967

Region of destination	Region of origin				
	U.S. total	Northeast	North Central	South	West
Millions of person-trips					
Total.....	143.1	30.4	46.3	31.1	35.3
Northeast Region.....	26.7	22.7	1.6	2.3	.1
North Central Region.....	37.8	.7	35.5	1.2	.4
South Region.....	35.1	3.4	5.4	25.6	.7
West Region.....	34.6	.4	1.9	.9	31.4
Outside United States.....	8.9	3.2	1.9	1.1	2.7
Percent distribution by region of origin					
Total.....	100.0	21.2	32.3	21.9	24.6
Northeast Region.....	100.0	85.0	6.0	8.6	.4
North Central Region.....	100.0	1.9	93.9	3.2	1.0
South Region.....	100.0	9.7	15.1	73.2	2.0
West Region.....	100.0	1.2	5.5	2.9	90.4
Outside United States.....	100.0	35.6	22.2	12.2	30.0
Percent distribution by region of destination					
Total.....	100.0	100.0	100.0	100.0	100.0
Northeast Region.....	18.7	74.7	3.5	7.3	.3
North Central Region.....	26.3	2.3	76.6	3.8	1.1
South Region.....	24.5	11.2	11.5	82.2	2.0
West Region.....	24.2	1.3	4.1	3.2	89.0
Outside United States.....	6.3	10.5	4.3	3.5	7.6

Note: 7.4 million person-trips for "other pleasure" are not included.

TABLE 34. PERSON-TRIPS FOR FAMILIES WITH INCOME UNDER \$4,000--Distributions by Regions of Origin and of Destination: 1967

Region of destination	Region of origin				
	U.S. total	Northeast	North Central	South	West
Millions of person-trips					
Total.....	38.2	5.5	11.2	13.7	7.8
Northeast Region.....	5.2	4.2	.4	.5	.1
North Central Region.....	10.1	.3	8.6	.9	.3
South Region.....	14.0	.6	1.4	11.8	.2
West Region.....	7.3	.1	.6	.2	6.4
Outside United States.....	1.6	.3	.2	.3	.8
Percent distribution by region of origin					
Total.....	100.0	14.3	29.2	35.7	20.8
Northeast Region.....	100.0	80.8	7.7	9.6	1.9
North Central Region.....	100.0	3.0	85.1	8.9	3.0
South Region.....	100.0	4.3	10.0	84.3	1.4
West Region.....	100.0	1.3	8.0	2.7	88.0
Outside United States.....	100.0	18.7	12.6	18.7	50.0
Percent distribution by region of destination					
Total.....	100.0	100.0	100.0	100.0	100.0
Northeast Region.....	13.5	76.3	3.6	3.6	1.2
North Central Region.....	26.3	5.5	76.8	6.6	3.8
South Region.....	36.5	10.9	12.5	86.1	2.5
West Region.....	19.5	1.8	5.4	1.5	82.5
Outside United States.....	4.2	5.5	1.7	2.2	10.0

TABLE 35. PERSON-TRIPS FOR FAMILIES WITH INCOME \$4,000 TO \$7,499--Distributions by Regions of Origin and of Destination: 1967

Region of destination	Region of origin				
	U.S. total	Northeast	North Central	South	West
Millions of person-trips					
Total.....	104.9	18.2	33.1	31.7	21.9
Northeast Region.....	18.1	14.4	1.7	1.8	.2
North Central Region.....	27.9	.8	24.3	2.0	.8
South Region.....	34.0	1.9	5.1	26.3	.7
West Region.....	21.9	.2	1.2	1.1	19.4
Outside United States.....	3.0	.9	.8	.5	.8
Percent distribution by region of origin					
Total.....	100.0	17.4	31.6	30.2	20.8
Northeast Region.....	100.0	79.6	9.4	9.9	1.1
North Central Region.....	100.0	2.9	87.1	7.1	2.9
South Region.....	100.0	5.6	15.0	77.4	2.0
West Region.....	100.0	.9	5.5	5.0	88.6
Outside United States.....	100.0	30.0	26.7	16.6	26.7
Percent distribution by region of destination					
Total.....	100.0	100.0	100.0	100.0	100.0
Northeast Region.....	17.3	79.1	5.1	5.7	.9
North Central Region.....	26.6	4.4	73.5	6.3	3.7
South Region.....	32.4	10.4	15.4	83.0	3.2
West Region.....	20.8	1.1	3.6	3.5	88.5
Outside United States.....	2.9	5.0	2.4	1.5	3.7

TABLE 36. PERSON-TRIPS FOR FAMILIES WITH INCOME \$7,500 TO \$9,999--Distributions by Regions of Origin and of Destination: 1967

Region of destination	Region of origin				
	U.S. total	Northeast	North Central	South	West
Millions of person-trips					
Total.....	70.0	14.5	25.8	16.0	13.7
Northeast Region.....	12.6	10.4	1.1	1.0	.1
North Central Region.....	22.8	.7	20.6	1.0	.5
South Region.....	18.4	1.9	2.9	13.3	.3
West Region.....	13.4	.2	.7	.4	12.1
Outside United States.....	2.8	1.3	.5	.3	.7
Percent distribution by region of origin					
Total.....	100.0	20.7	36.9	22.8	19.6
Northeast Region.....	100.0	82.6	8.7	7.9	.8
North Central Region.....	100.0	3.0	90.4	4.4	2.2
South Region.....	100.0	10.3	15.8	72.3	1.6
West Region.....	100.0	1.5	5.2	3.0	90.3
Outside United States.....	100.0	46.4	17.9	10.7	25.0
Percent distribution by region of destination					
Total.....	100.0	100.0	100.0	100.0	100.0
Northeast Region.....	18.0	71.7	4.2	6.3	.7
North Central Region.....	32.7	4.8	79.9	6.3	3.6
South Region.....	26.2	13.1	11.2	83.1	2.2
West Region.....	19.1	1.4	2.7	2.5	88.4
Outside United States.....	4.0	9.0	2.0	1.8	5.1

TABLE 37. PERSON-TRIPS FOR FAMILIES WITH INCOME \$10,000 AND OVER--Distributions by Regions of Origin and of Destination: 1967

Region of destination	Region of origin				
	U.S. total	North-east	North Central	South	West
Millions of person-trips					
Total.....	113.7	25.7	32.0	30.0	26.0
Northeast Region.....	22.5	17.1	1.6	3.4	.4
North Central Region.....	28.1	1.8	23.6	2.0	.7
South Region.....	32.0	4.3	3.9	22.8	1.0
West Region.....	25.1	.6	1.5	1.1	21.9
Outside United States.....	6.0	1.9	1.4	.7	2.0
Percent distribution by region of origin					
Total.....	100.0	22.6	28.1	26.4	22.9
Northeast Region.....	100.0	76.0	7.1	15.1	1.8
North Central Region.....	100.0	6.4	84.0	7.1	2.5
South Region.....	100.0	13.4	12.2	71.3	3.1
West Region.....	100.0	2.3	6.0	4.4	87.3
Outside United States.....	100.0	31.7	23.3	11.7	33.3
Percent distribution by region of destination					
Total.....	100.0	100.0	100.0	100.0	100.0
Northeast Region.....	19.8	66.6	5.0	11.3	1.5
North Central Region.....	24.7	7.0	73.8	6.7	2.7
South Region.....	28.1	16.7	12.2	76.0	3.8
West Region.....	22.1	2.3	4.7	3.7	84.3
Outside United States.....	5.3	7.4	4.3	2.3	7.7

TABLE 38 PERSON-TRIPS FOR THE NORTHEAST REGION--Interregional Balances of Travel by Purpose of Trip and Family Income Level: 1967

(Millions of person-trips)

Item	Total person-trips	Purpose of trip			
		Business and conventions	Visits to friends and relatives	Pleasure and other ¹	
Total originated in Northeast.....	72.1	10.3	28.9	32.9	
Destination outside United States.....	5.1	.4	1.0	3.7	
Total domestic travel.....	67.0	9.9	27.9	29.2	
In Northeast.....	52.2	6.1	21.6	24.5	
To other regions.....	14.8	3.8	6.3	4.7	
From other regions.....	13.6	3.0	6.6	4.0	
Net balance of domestic travel.....	-1.2	-.8	+3	-.7	

Item	Total person-trips	Annual family income level				
		Under \$4,000	\$4,000 to 7,499	\$7,500 to 9,999	\$10,000 and over	No answer
Total originated in Northeast.....	72.1	5.5	18.2	14.5	25.7	8.2
Destination outside United States.....	5.1	.3	.9	1.3	1.9	.7
Total domestic travel.....	67.0	5.2	17.3	13.2	23.8	7.5
In Northeast.....	52.2	4.2	14.4	10.4	17.1	6.1
To other regions.....	14.8	1.0	2.9	2.8	6.7	1.4
From other regions.....	13.6	1.0	3.7	2.2	5.4	1.3
Net balance of domestic travel.....	-1.2	.0	+8	-.6	-1.3	-.1

¹Includes travel for sightseeing, entertainment, recreation, personal and family affairs, etc.

TABLE 39. PERSON-TRIPS FOR THE NORTH CENTRAL REGION--Interregional Balances of Travel by Purpose of Trip and Family Income Level: 1967

(Millions of person-trips)

Item	Total person-trips	Purpose of travel			
		Business and conventions	Visits to friends and relatives	Pleasure and other ¹	
Total originated in North Central.....	112.2	16.4	47.9	47.9	
Destination outside United States.....	3.3	.2	.7	2.4	
Total domestic travel.....	108.9	16.2	47.2	45.5	
In North Central.....	84.6	13.0	35.4	36.2	
To other regions.....	24.3	3.2	11.8	9.3	
From other regions.....	12.7	3.8	6.5	2.4	
Net balance of domestic travel.....	-11.6	+6	-5.3	-6.9	

Item	Total person-trips	Annual family income level				
		Under \$4,000	\$4,000 to 7,499	\$7,500 to 9,999	\$10,000 and over	No answer
Total originated in North Central.....	112.2	11.2	33.1	25.8	32.0	10.1
Destination outside United States.....	3.3	.2	.8	.5	1.4	.4
Total domestic travel.....	108.9	11.0	32.3	25.3	30.6	9.7
In North Central.....	84.6	8.6	24.3	20.6	23.6	7.5
To other regions.....	24.3	2.4	8.0	4.7	7.0	2.2
From other regions.....	12.7	1.5	3.6	2.2	4.5	.9
Net balance of domestic travel.....	-11.6	-.9	-4.4	-2.5	-2.5	-1.3

¹Includes travel for sightseeing, entertainment, recreation, personal and family affairs, etc.

TABLE 40. **PERSON-TRIPS FOR THE SOUTH REGION--Interregional Balances of Travel by Purpose of Trip and Family Income Level: 1967**

(Millions of person-trips)

Item	Total person-trips	Purpose of travel			
		Business and conventions	Visits to friends and relatives	Pleasure and other ¹	
Total originated in South.....	100.7	19.6	48.4	32.7	
Destination outside United States.....	2.0	.4	.5	1.1	
Total domestic travel.....	98.7	19.2	47.9	31.6	
In South.....	81.8	14.8	40.1	26.9	
To other regions.....	16.9	4.4	7.8	4.7	
From other regions.....	26.7	4.3	12.2	10.2	
Net balance of domestic travel.....	+9.8	-.1	+4.4	+5.5	

Item	Total person-trips	Annual family income level				
		Under \$4,000	\$4,000 to 7,499	\$7,500 to 9,999	\$10,000 and over	No answer
Total originated in South.....	100.7	13.7	31.7	16.0	30.0	9.3
Destination outside United States.....	2.0	.3	.5	.3	.7	.2
Total domestic travel.....	98.7	13.4	31.2	15.7	29.3	9.1
In South.....	81.8	11.8	26.3	13.3	22.8	7.6
To other regions.....	16.9	1.6	4.9	2.4	6.5	1.5
From other regions.....	26.7	2.2	7.7	5.1	9.2	2.5
Net balance of domestic travel.....	+9.8	+6	+2.8	+2.7	+2.7	+1.0

¹Includes travel for sightseeing, entertainment, recreation, personal and family affairs, etc.

TABLE 41. **PERSON-TRIPS FOR THE WEST REGION--Interregional Balances of Travel by Purpose of Trip and Family Income Level: 1967**

(Millions of person-trips)

Item	Total person-trips	Purpose of travel			
		Business and conventions	Visits to friends and relatives	Pleasure and other ¹	
Total originated in West.....	76.2	12.1	27.1	37.0	
Destination outside United States.....	4.5	.4	1.2	2.9	
Total domestic travel.....	71.7	11.7	25.9	34.1	
In West.....	65.9	10.0	23.1	32.8	
To other regions.....	5.8	1.7	2.8	1.3	
From other regions.....	8.8	1.9	3.4	3.5	
Net balance of domestic travel.....	+3.0	+2	+6	+2.2	

Item	Total person-trips	Annual family income level				
		Under \$4,000	\$4,000 to 7,499	\$7,500 to 9,999	\$10,000 and over	No answer
Total originated in West.....	76.2	7.8	21.9	13.7	26.0	6.8
Destination outside United States.....	4.5	.8	.8	.7	2.0	.2
Total domestic travel.....	71.7	7.0	21.1	13.0	24.0	6.6
In West.....	65.9	6.4	19.4	12.1	21.9	6.1
To other regions.....	5.8	.6	1.7	.9	2.1	.5
From other regions.....	8.8	.9	2.5	1.3	3.2	.9
Net balance of domestic travel.....	+3.0	+3	+8	+4	+1.1	+4

¹Includes travel for sightseeing, entertainment, recreation, personal and family affairs, etc.

TABLE 42. TRIPS, PERSON-TRIPS, AND PERSON-NIGHTS FOR DESTINATIONS OUTSIDE UNITED STATES--Distributions by Type of Transport and Purpose of Trip: 1967

Characteristic	Total	Destination outside United States				
		U.S. territories and possessions	Canada	Mexico	Europe	Other ¹
Total trips.....millions..	7.6	.2	4.1	1.7	.8	.8
TYPE OF TRANSPORT (Percent distribution)						
All types.....	100.0	100.0	100.0	100.0	100.0	100.0
Auto.....	53.8	-	70.7	70.6	-	-
Bus.....	5.9	-	9.9	2.3	-	-
Commercial air.....	30.2	89.1	12.3	20.3	90.6	65.3
Ship and boat.....	4.0	6.5	2.4	1.4	3.1	18.8
Other ²	6.1	4.4	4.7	5.4	6.3	15.9
PURPOSE OF TRIP (Percent distribution)						
All purposes.....	100.0	100.0	100.0	100.0	100.0	100.0
Visits to friends and relatives.....	22.4	18.5	18.7	34.3	30.4	9.1
Business.....	10.0	14.1	8.1	6.9	16.1	18.7
Attend conventions.....	2.3	3.8	2.7	.7	1.8	3.1
Outdoor recreation.....	13.7	7.1	14.4	22.2	.3	8.1
Entertainment.....	5.6	7.6	7.3	4.7	-	4.4
Sightseeing.....	33.5	28.8	36.3	18.4	43.1	41.9
Other pleasure.....	6.8	15.2	7.6	5.2	1.7	9.1
Personal and family affairs.....	5.7	4.9	4.9	7.6	6.6	5.6
Total person-trips.....millions..	14.9	.4	8.6	3.4	1.3	1.2
TYPE OF TRANSPORT (Percent distribution)						
All types.....	100.0	100.0	100.0	100.0	100.0	100.0
Auto.....	63.1	-	77.9	78.5	-	-
Bus.....	3.9	-	6.0	1.9	-	-
Commercial air.....	22.8	89.3	8.2	13.8	87.7	62.6
Ship and boat.....	5.1	6.4	5.0	1.3	3.3	18.0
Other ²	5.1	4.3	2.9	4.5	9.0	19.4
PURPOSE OF TRIP (Percent distribution)						
All purposes.....	100.0	100.0	100.0	100.0	100.0	100.0
Visits to friends and relatives.....	22.9	26.6	18.6	32.8	33.7	13.2
Business.....	6.8	13.5	4.7	6.6	13.7	13.1
Attend conventions.....	2.1	2.7	2.0	1.5	1.2	5.4
Outdoor recreation.....	14.3	6.1	14.1	23.5	.3	6.9
Entertainment.....	5.2	7.6	6.4	3.8	-	4.4
Sightseeing.....	35.8	24.5	40.5	19.6	44.1	44.3
Other pleasure.....	8.0	14.1	9.7	7.3	1.4	8.3
Personal and family affairs.....	4.9	4.9	4.0	6.9	5.6	4.4
Total person-nights.....millions..	155.7	5.6	59.0	22.6	43.0	25.5
TYPE OF TRANSPORT (Percent distribution)						
All types.....	100.0	100.0	100.0	100.0	100.0	100.0
Auto.....	37.9	-	81.7	48.0	-	-
Bus.....	2.1	-	4.4	3.2	-	-
Commercial air.....	40.8	86.6	6.9	24.9	83.3	51.6
Ship and boat.....	7.8	10.6	2.1	2.3	9.5	22.0
Other ²	11.4	2.8	4.9	21.6	7.2	26.4
PURPOSE OF TRIP (Percent distribution)						
All purposes.....	100.0	100.0	100.0	100.0	100.0	100.0
Visits to friends and relatives.....	24.9	39.7	18.1	22.7	36.7	19.2
Business.....	9.8	14.0	3.0	18.8	8.0	19.8
Attend conventions.....	3.5	1.3	2.3	4.8	.7	10.2
Outdoor recreation.....	10.7	3.6	20.3	15.5	.3	3.1
Entertainment.....	2.2	7.5	3.6	1.5	-	1.9
Sightseeing.....	36.0	12.7	37.3	16.8	47.5	35.8
Other pleasure.....	7.2	14.8	10.6	10.7	1.6	4.5
Personal and family affairs.....	5.7	6.4	4.8	9.2	5.2	5.5

¹Destinations are mostly Bermuda and the West Indies.²Represents mostly combinations of two or more types of transport.

TABLE 43. TRIPS, PERSON-TRIPS, AND PERSON-NIGHTS FOR DESTINATIONS TO CANADA--
Distributions by Type of Transport and Purpose of Trip for Each Quarter: 1967

Characteristic	Total trips	Quarter			
		First quarter	Second quarter	Third quarter	Fourth quarter
Total trips.....thousands..	4,123	337	949	2,299	538
TYPE OF TRANSPORT (Percent distribution)					
All types.....	100.0	100.0	100.0	100.0	100.0
Auto.....	70.7	64.4	60.1	76.6	67.8
Bus.....	9.9	9.8	15.7	7.7	9.2
Train.....	1.6	4.0	1.1	1.1	3.1
Commercial air.....	12.3	16.2	15.7	8.6	19.5
Ship and boat.....	2.4	1.6	1.2	3.5	.2
Other.....	3.1	4.0	6.2	2.5	.2
PURPOSE OF TRIP (Percent distribution)					
All purposes.....	100.0	100.0	100.0	100.0	100.0
Visits to friends and relatives.....	18.7	36.8	12.0	17.1	25.9
Business.....	8.1	21.0	13.5	2.8	13.7
Attend conventions.....	2.7	1.6	2.8	2.1	5.8
Outdoor recreation.....	14.4	15.1	15.1	13.7	15.6
Entertainment.....	7.3	6.6	7.6	6.7	9.8
Sightseeing.....	36.3	8.0	35.1	45.2	17.9
Other pleasure.....	7.6	1.6	10.1	8.7	2.2
Personal and family affairs.....	4.9	9.3	3.8	3.7	9.1
Total person-trips.....thousands..	8,607	477	1,737	5,502	891
TYPE OF TRANSPORT (Percent distribution)					
All types.....	100.0	100.0	100.0	100.0	100.0
Auto.....	77.9	74.3	70.6	81.0	75.1
Bus.....	6.0	7.0	11.5	4.1	6.3
Train.....	1.0	3.3	1.0	.7	1.9
Commercial air.....	8.2	11.4	11.0	5.7	16.4
Ship and boat.....	5.0	1.2	1.3	7.3	.1
Other.....	1.9	2.8	4.6	1.2	.2
PURPOSE OF TRIP (Percent distribution)					
All purposes.....	100.0	100.0	100.0	100.0	100.0
Visits to friends and relatives.....	18.6	47.0	15.5	15.4	28.5
Business.....	4.7	16.0	8.4	1.7	10.6
Attend conventions.....	2.0	1.2	2.2	1.6	4.9
Outdoor recreation.....	14.1	11.8	16.5	13.9	12.4
Entertainment.....	6.4	5.8	5.8	6.0	11.0
Sightseeing.....	40.5	8.2	35.4	48.3	18.6
Other pleasure.....	9.7	2.3	12.7	10.4	3.1
Personal and family affairs.....	4.0	7.7	3.5	2.7	10.9
Total person-nights.....thousands..	58,986	2,839	9,095	42,629	4,423
TYPE OF TRANSPORT (Percent distribution)					
All types.....	100.0	100.0	100.0	100.0	100.0
Auto.....	81.7	84.9	73.6	84.0	75.0
Bus.....	4.4	2.9	8.8	3.7	3.6
Train.....	1.1	2.9	1.6	.3	7.0
Commercial air.....	6.9	5.4	11.0	5.3	14.0
Ship and boat.....	2.1	.6	.2	2.8	.3
Other.....	3.8	3.3	4.8	3.9	.1
PURPOSE OF TRIP (Percent distribution)					
All purposes.....	100.0	100.0	100.0	100.0	100.0
Visits to friends and relatives.....	18.1	24.4	18.4	17.1	23.0
Business.....	3.0	7.1	6.2	1.2	10.3
Attend conventions.....	2.3	.2	1.7	2.3	3.9
Outdoor recreation.....	20.3	7.3	19.6	21.0	23.6
Entertainment.....	3.6	2.9	3.6	3.6	4.4
Sightseeing.....	37.3	3.0	30.1	43.1	18.6
Other pleasure.....	10.6	51.2	16.6	7.5	3.7
Personal and family affairs.....	4.8	3.9	3.8	4.2	12.5

Appendix A

Glossary of Terms

Household—Travel reports were obtained from a sample of households. A household comprises all persons who occupy a “housing unit”; that is, a house, an apartment, or other group of rooms, or a room that constitutes separate living quarters. The term “household,” is more inclusive than “family” as it includes not only persons related by blood, marriage, or adoption, but also unrelated persons, if any, who regularly live in the housing unit.

Trip—By definition, a trip is taken when a person goes out of town for one or more nights or goes to a place at least 100 miles (one way) away from home and returns the same day. In actual practice, some people do not think they take trips when they spend weekends at their cottages or second homes, or when they stay overnight with relatives at more or less regular intervals, etc. This is probably a major cause for an apparent underreporting of short trips to nearby destinations.

In common usage, the term refers to travel without regard to the number of persons involved. It is used in that sense in this report, although the phrase “number of trips involving one or more persons” normally is used to avoid possible confusion with “person-trips” defined below.

Number of persons on a trip—This term is used as a measure of the size of the travel party in terms of the number of persons from a household who went together on a trip. The term “travel party” is widely used in travel publications, but it usually refers to the total number in the traveling group irrespective of the relationship among the individuals. The number of persons on a trip in this report was based on the total from *reporting* household in order to avoid duplicate counting, because the other households also had a chance of being drawn in the sample.

Traveler—This term was used in the 1963 report to mean a person on a trip or a “person-trip”. However, this technical use of the term was found to be confusing because it commonly means a person who travels, at least occasionally, in contrast to one who does not. Consequently, the term “traveler” is used in this report only when its meaning is clear. Otherwise, more specific terms are used, such as person-trips, persons who take one or more

trips, or households in which one or more persons took at least one trip, etc.

Households in which someone took one or more trips—This term is used mainly to indicate the dispersion of travel among *households* during each specified period of time; that is, during each of the four quarters and the year as a whole. It is based on the fact of some travel in contrast to none. If only one trip were taken during the year, the household would be counted as a trip-taking household for the year and for the quarter in which the trip was taken, but not in the other quarters. If a household took numerous trips in all four quarters, it would be counted once for the year, and once in each quarter. For that reason, the sum of the trip-taking households in each quarter necessarily exceeds the number shown for the year.

Persons who took one or more trips—This term is similar to the term described in the preceding paragraph. It indicates the dispersion of travel among *persons* during a specified period of time. A person is counted once in each time period in which he or she took one or more trips.

Person-trip—This is a person on a trip. If one person reported three different trips, his travel is counted as three trips and three person-trips. If three persons from a household go together on one trip, their travel is counted as one trip and three person-trips.

Straight-line miles—Straight-line miles are used to measure the one-way distance “as the crow flies” from home to the destination of each trip. It is used to classify trips and person-trips by distance groups. No mileage, including the U.S. portion of the trip, was compiled for trips with foreign destinations.

Person-miles—In contrast to straight-line miles, “person-miles” represents an estimate of the distance that people traveled. It is based on the one-way straight-line distance doubled to represent a round trip, plus a circuitry factor because actual routes tend to be longer than straight-line distances. For example, if the straight-line miles between home and the destination for a trip were 200 straight-line miles, the round-trip equivalent would be 400 straight-line miles. The actual route distance would also involve a circuitry factor. Railroad “short-line miles” and highway “direct-route miles” tend to be almost 25 percent longer than straight line. This factor would raise the 400 miles to about 500 route miles. If one person took that trip, it would be counted as 500 per-

son-miles. If four people had been on the trip, it would be counted as 2,000 person-miles.

Since travel by automobile probably tends to be longer than the most direct highway route because of side trips and "more interesting routes," the circuitry factor was raised 25 percent above the most direct highway distance. The air circuitry was assumed to be about 15 percent above the straight-line distance between origin and major destinations. Person-miles, including the U.S. portion of the trip, were not computed for trips to destinations outside the United States.

Person-nights—This term indicates the number of nights spent by persons on trips. For example, if two persons took a trip that involved being away from home 5 nights, the travel would be counted as 10 person-nights. A trip to a place at least 100 miles away from home and return the same day is counted as a "one-day trip" and may be referred to as a zero or "no person-night" trip. The number of *person-days* is estimated as one plus the number of person-nights, to provide for the part or whole day at beginning or end of the trip.

Destination—If more than one place was visited, the destination was the farthest point visited.

Occupation of head of household—The heads of households were classified into 12 classes and combined into five main groups, as follows:

1. *Professional and managerial*, which includes (a) professional and technical workers, (b) farmers and farm managers, and (c) other managers.
2. *Clerical and sales*, which includes (a) clerical and kindred workers and (b) sales workers.
3. *Craftsmen, operatives, and laborers*, which includes (a) craftsmen, (b) operatives, (c) farm laborers, and (d) other laborers.
4. *Services and private*, which includes (a) service workers and (b) private household workers.
5. *Other*, which includes retired, unemployed, and those heads of households whose occupations were not reported, as well as members of the household who were in the Armed Forces and who took trips while *not* under military orders.

Purpose of trip—The respondent was asked to indicate the *main reason* for taking the specific trip by checking one of the eight following items: (1) Visit relatives or friends, (2) busi-

ness, (3) convention, (4) outdoor recreation (hunting, fishing, etc.), (5) entertainment (theater, spectator sports, etc.), (6) sightseeing, (7) personal or family affairs, or (8) "other" with space to describe the purpose of the trip. Generally, the explanation of "other" indicated that the purpose could be classified in one of the other items and was accordingly changed during the edit process. If two or more items were checked, a single main purpose was selected, usually on the basis of comments or answers to other questions on the form.

The main purpose for the trip was ascribed to *each* person on the trip. If a trip was taken by the head of the household, his wife, and child to visit friends and relatives, three person-trips were counted for the visit. Similarly, if the trip had been primarily for business, three person-trips were counted for business. It is assumed that the main purpose was the reason that "sparked" the trip.

Vacation trip—Vacation was considered to be an *occasion* when trips often are taken, but was not listed as a purpose or reason for travel. The respondent was asked to check whether the specific trip was (or was not) a vacation, and also to check the main purpose of the trip as discussed above. Some business and many convention trips, in fact, were reported to have been taken while on vacation.

Area of origin—Three general types of areas were used to measure roughly the differences in travel characteristics and relative size of travel markets in major population centers, suburban areas, and balance of the Nation. More specifically, the central cities in Standard Metropolitan Statistical Areas were taken to represent the major population centers. The balance of the Standard Metropolitan Statistical Areas (that is, outside of central cities) was taken to represent suburban areas. The balance of the Nation was the total outside of Standard Metropolitan Statistical Areas.

Regions—The United States is divided into four regions: (1) Northeast, (2) North Central, (3) South, and (4) West as shown by the map on page 66.

Domestic travel—This term represents travel in which *both* the origin and destination of the trip were in the 50 States, in contrast to trips in which destinations were outside of the 50 States. Since the survey obtained information only for permanent residents of the United States and involved round trips starting at home, there were no trips in the survey that originated outside of the 50 States.

Appendix B

Survey Method and Sampling Variability

SUMMARY

The National Travel Survey was based on information obtained from a probability sample of households that previously had been in the Bureau's Current Population Survey (CPS) and the Monthly Labor Force (MLF) Survey. The sample represented the total civilian, noninstitutional population of the United States.

The general socioeconomic information, such as family income level, occupation, and residence location was obtained from the records of the previous CPS and MLF surveys. Trip and related information was obtained by mailing a trip-reporting questionnaire (form TC-100)¹ to each household initially between February and April of 1967. The travel information subsequently was updated by mailing questionnaires at approximately quarterly intervals to develop a record for each household for the calendar year 1967.

SAMPLE SIZE AND DESIGN

The survey was based on a sample of approximately 12,000 households that represent the Nation as a whole, plus a supplementary sample of about 6,000 households drawn from the major population centers in the Northeast Corridor.² The purpose of the supplement was to obtain more detailed estimates with regard to origin-destination aspects in the Corridor for the Office of High-Speed Ground Transportation, Department of Transportation, than could be developed from the basic sample without supplementation.

The sample design is a multistage probability plan which, despite its complexity, is roughly equivalent to a simple plan of dividing the entire Nation into segments—each consisting of a cluster of about six households—and selecting segments proportionate to population.³ For the most part, this is accomplished by grouping all of the counties and independent cities in the Nation into clusters called pri-

mary sampling units (PSU's), stratifying them according to their socioeconomic characteristics, and drawing a sample of 357 PSU's to represent the United States as a whole. (See the accompanying map.) The segments mentioned earlier are drawn from the 357 PSU's.

DATA COLLECTION

The survey was conducted by mail, supplemented whenever necessary by telephone or personal interview for clarification or follow-up. The Christmas holiday season ending with New Year's Day was used as the benchmark time reference; and the time period, as specified by the questionnaire, was for "all trips by members of the household *ending* in 1967—from New Year's Day to the end of the year."

The sample of 18,000 households⁴ was divided into three random groups. The questionnaire (TC-100) was sent to the first group in February to obtain information on travel since New Year's Day—a period of about 6 weeks. Three months later (May), the questionnaire was mailed to bring the travel record up to date. As a guide, the trips (if any) previously reported were summarized in section I-A of the questionnaire and the persons in the household were listed in section I-D from the computer record. Two more mailings were made to complete the year's record for those households.

The second and third groups were handled in a similar manner. The initial questionnaires to each group were mailed in March and April, respectively, and brought up to date by subsequent inquiries which contained summary listings of previously reported trips and the names of household members.

In order to obtain a year's record for as many households in the survey as possible, the sample originally selected at the beginning of the survey was retained throughout the year. Mail was forwarded to new addresses when families moved. No supplementary households were added to represent population growth or to offset attrition due to other factors, such as a change of address with no forwarding address, etc.

SAMPLING VARIABILITY

The term "sampling variability" refers to the expected differences between results derived

¹ See appendix C.

² The Northeast Corridor lies along the Atlantic Coast from Boston, Mass., to Washington, D.C.

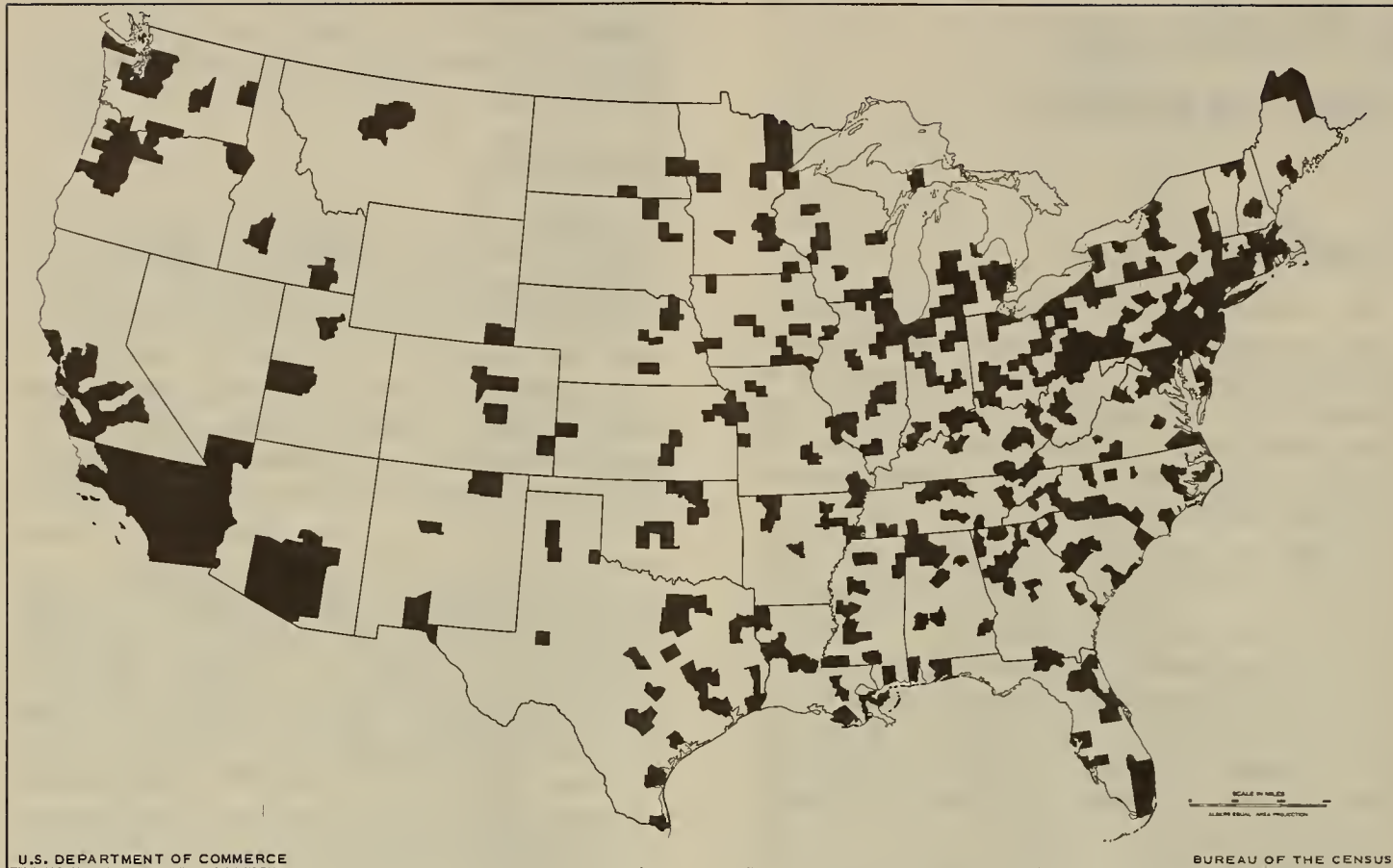
³ See *The Current Population Survey: A Report on Methodology*, Technical Paper 7, issued by the Bureau of the Census.

⁴ The 12,000 households in the national sample and the 6,000 in the Northeast Corridor were merged for data collection, processing, and publication.

1967 NATIONAL TRAVEL SURVEY

Geographic areas in which households were sampled

(Areas included but not shown are Anchorage, Alaska, and Honolulu, Hawaii)



from a sample and those that would have been obtained if a complete enumeration had been undertaken. This report states that 361.2 million person-trips were taken during 1967. That figure was based upon a sample and consequently is subject to sampling variability. This sampling variability can be estimated from the information obtained in the survey.

The estimated sampling variability, combined with the sample results, reveals that the chances are about 2 out of 3 that a complete enumeration would not have shown less than 349.6 million person-trips or more than 372.8 million person-trips; that is, plus or minus 11.6 million person-trips of the total shown in this report. Sampling variability can also be expressed in relative terms. In this case, the chances are about 2 out of 3 that the total

person-trips estimated by the sample does not differ by more than plus or minus 3.2 percent from the total person-trips that would have resulted from a total enumeration. This relative level of sampling variability is essentially the same as that found in the 1963 National Travel Survey. As discussed in the introduction, differences in information collection methods, respondent interpretation and questions, and other non-sampling aspects also affect the response and, in turn, the survey results. Differences attributable to those non-sampling or response aspects are not necessarily measured by sampling variability.

Table A displays the estimated sampling variability for the major categories and characteristics of person-trips taken in 1967.

Table A. Sampling Variability for Major Categories of Person-Trips: 1967

Item	Person-trips (millions)	Sampling variability ¹	
		Millions	Percent
Total person-trips	361.2	±11.6	±3.2
PURPOSE OF TRIP			
Visits to friends and relatives	152.4	±5.0	±3.3
Business and conventions	58.5	±3.2	±5.5
Outdoor recreation	62.1	±3.7	±6.0
Entertainment and sightseeing	38.6	±1.6	±4.1
TYPE OF TRANSPORT			
Auto	311.4	±10.3	±3.3
Bus	9.4	±.6	±6.4
Train	5.1	±.4	±7.8
Commercial air	28.9	±1.6	±5.5
Other	6.5	±.7	±10.8

¹ At "1 standard error" level, this means that the chances are about 2 out of 3 that the difference between the sample estimate and the universe would not be greater than plus or minus the figure shown.

Many of the tables in this report contain percentage distributions of the data presented. The sampling variability for those percentage distributions is indicated in table B.

In addition, the following guidelines are offered. In general, the larger the estimate of number of households, the smaller the relative sampling variability. Therefore, estimates based on a small proportion of the total households

in the survey are likely to have a larger percent sampling variability than estimates made from a larger proportion. This premise also applies to the percent distribution when either the base is small in terms of the number of households or the base is large and the numerator is small. Special caution must be exercised in interpreting the difference between two estimates since this difference will normally be subject to more sampling variability than either of the components of the difference.

Table B. Sampling Variability for Percentage Distributions of Major Categories of Person-Trips: 1967

Item	Percent of total person-trips	Sampling variability (percent)
PURPOSE OF TRIP		
Visits to friends and relatives	42.2	±1.4
Business and conventions	16.2	±.9
Outdoor recreation	17.2	±1.0
Entertainment and sightseeing	10.7	±.4
TYPE OF TRANSPORT		
Auto	86.2	±2.8
Bus	2.6	±.2
Train	1.4	±.1
Commercial air	8.0	±.5
Other	1.8	±.2

Appendix C

Comparisons With Earlier National Travel Surveys

A “pilot” survey was taken in 1957 largely to test the feasibility of collecting data on the volume and characteristics of travel. This initial survey was followed by the 1963 and the 1967 National Travel Surveys.

The emphasis for the 1967 survey was placed on establishment of the following reporting elements:

1. *Travel estimates*—The objective of the survey was to develop estimates of the *total volume* as well as *relative distribution* of travel by such characteristics as means of transport, purpose, distance, geographic area, duration, income, and other socioeconomic factors.
2. *Units of measure*—Ultimately, travel should be measured *both* in terms of *number of trips* and *dollars spent*. However, due to the existing state of the art, it was concluded that the data should be collected only on such travel items as the number of trips taken, number of persons on the trip and where, why, etc. The collection of expenditure data (dollars spent) was not attempted.
3. *Definition of “trip”*—A “trip” was defined as being out-of-town 1 or more nights (irrespective of distance) or going to a place at least 100 miles away and returning the same day.
4. *Travel universe*—The universe for each of the surveys was a probability sample of households that represented the noninstitutional population of the United States. Data was collected by personal interview for the 1957 and 1963 surveys, and by mail for the 1967 survey.
5. *Data collection methods*—The Current Population Survey (CPS) and the Quarterly Household Survey (QHS) are established Census programs involving personal interviews of rotating panels (i.e., probability sample of households) designed to obtain labor force and

other demographic data. For the first travel survey (1957), arrangements were made to have the travel information collected as a supplement to CPS, and the 1963 survey was conducted in conjunction with QHS. In 1967, the CPS samples were used, but trip information was collected by mail.

6. *Types of questions*—Since most persons do not keep records on personal trips (as defined in the survey), questions were limited to those that could be answered readily on a recall basis by a responsible person in the household, but not necessarily the traveler.
7. *Comparability among surveys*—Comparability should be maintained among surveys, insofar as feasible, to facilitate analyses of change over time. However, it was recognized that changes in definition and survey methods would be needed to improve the quality of the results or conform to budgetary or manpower constraints.

The guidelines have remained essentially unchanged since 1957, but comparability among the three surveys is limited because of the changes made in methodology to improve the quality of the data and to reduce survey costs, as described more fully below.

1957 Survey

The mechanism for collecting information in 1957 was a supplement to the regular Current Population Survey. Personal interviews were made at about the middle of each month to obtain information for trips that had ended “since the beginning of last month”—a period of about 6 weeks. A different panel of about 2,000 households was interviewed each month, making a total of about 24,000 households during the year.

The 2 weeks overlap provided a basis for making two independent estimates of the total travel done during the first half of each month between February and December 1957. An analysis of the reports showed that about 70 million person-trips were taken during the 11 half months immediately preceding the interview dates, but only about 35 million were taken during precisely the same time when this time period was farthest from the interview date. In other words, two trips were reported for the half month that ended immediately preceding the interview as compared to only one trip for precisely the same half month when it was 1 month prior to the interview.

The results of that test of the half-month overlap were described in the 1957 report and led to several changes in the 1963 survey design.

1963 Survey

A fixed sample of housing units, rather than a series of samples, was used for the complete year. This was a nationwide probability sample of 6,000 households based upon the CPS sample design. The periodicity of interviews was shifted from monthly to quarterly because it was not feasible to conduct personal interviews of a fixed panel as part of the normal CPS monthly interview program. The advantages of a monthly over a quarterly interval were not thought to be worth the added costs for the survey. "Events" were substituted for "dates" to identify the reporting period boundaries, starting with New Year's Day. For updating the record for each household at subsequent quarterly intervals, Census Bureau field representatives referred to the last trip that had been reported for the household during the preceding interview. For example, if the last reported trip had been to Boston, the interviewer would ask about travel since that particular trip to Boston.

An evaluation program was built into the 1963 survey, principally to see (1) whether more intensive probing would substantially aid persons to recall trips; (2) whether the periodicity of interviews should be reduced to a monthly basis, or increased to 6 months, and (3) how much improvement could be expected from interviews with husband and wife together as compared to replies from any responsible person in the household.

The results of that evaluation were described in the 1963 published report. In general, the bias found in 1957 had been corrected. Apparently, monthly interviews did not yield substantially more trip reports than quarterly interviews for the survey as a whole, and replies by responsible persons on a quarterly

interview basis gave essentially the same aggregate response as obtained from husband and wife jointly for the questions asked in this survey.

1967 Survey

In order to reduce costs and manpower requirements, the survey in 1967 was conducted by mail rather than personal interview.

A new report form was developed in which the definitions and questions were presented in a simple, understandable, and easily answered manner—mostly by check boxes. The shift from personal interview to mail unavoidably required some changes in wording, but the objective was to retain comparability with the earlier surveys. The form was pretested with a sample of about 750 households over three quarterly periods. The response rate was around the 90 percent level. The quality of replies as judged by a visual review was good, but there were some indications that the total level of travel would be lower and the relative distributions would be somewhat different from personal interviews. However, the mail approach was attractive as a means for cutting costs and reducing geographic area constraints. Mail or a combination of mail and telephone seems to be the only feasible method for data collection in future surveys if the project's ultimate objective is to satisfy requests for estimates of travel by States and regions in addition to national aggregates.

Consequently, the 1967 survey was conducted on a mail basis, with no change in basic objective, other than the elimination of trips to school from types of travel reported. All modifications in the wording of the forms and other aspect were restricted to the minimum considered desirable to shift from personal interviews to mail. However, those intentionally minimal changes created striking differences in the level and relative distributions of travel data, as shown by the following table:

ESTIMATED PERSON-TRIPS BY PURPOSE OF TRIP: 1963 AND 1967

(In millions)

Primary purpose of trip	1963	1967	Difference
Total	¹ 478	361	-117
Business	66	58	-8
Visits to friends and relatives	219	152	-67
Other pleasure	123	108	-15
Personal and family affairs	70	43	-27

¹ Does not include 9 million trips to school in 1963, since this type of trip was not in the 1967 survey.

With respect to purpose of trip, the drop in level was concentrated largely in one class—to visit friends and relatives. From the standpoint of duration, roughly 90 percent of the total difference between the two years were trips that involved being out of town 1 or 2 nights—probably mostly week-ends.

In terms of length of trip, the differences were concentrated principally in the short-distance trips—mostly less than 100 miles—which were “reportable” trips only if the traveler was out of town 1 or more nights.

In actual practice under a personal interview situation, Census field representatives were instructed to avoid the word “trip” by asking whether anyone in the household had been out of town one or more nights or had gone to a place at least 100 miles away. However, in a mail survey, the words “trip” and “travel” necessarily must appear in the

letter of transmittal that explains the purpose of the survey and on the report form itself. Respondents quite naturally think of trips in the customary sense—not necessarily in a strict definitional sense—even though the instructions and initial questions stress the definition and explain precisely what is to be reported as a “trip.”

In brief, on the basis of analyses to date, both the 1963 and 1967 surveys appear to be sound, but they should not be compared without allowance for respondent interpretation of what constitutes a reportable “trip.” The respondents in the 1967 mail survey appear to have more closely approximated the commonly accepted, but loosely defined, concept of “trips” and “travel” than was achieved with personal interview and the more technically oriented definition of trips and travel in the earlier surveys.

ESTIMATED PERSON-TRIPS BY DISTANCE OF TRIP: 1963 AND 1967

(In millions)

Straight-line miles one way	1963	1967	Difference
Total	¹ 487	361	¹ -126
Under 50 miles ²	103	35	-68
50 to 99 miles ²	121	73	-48
100 to 199 miles	141	119	-22
200 to 499 miles	78	72	-6
500 miles and over	34	45	+11
Outside United States	10	15	+5
Not reported	-	2	+2

¹Includes about 9 million trips to school. This type of trip was not included in the 1967 survey. Distribution of school trips by distance was not tabulated for 1963; consequently, adjustments could not be made in the 1963 data.

²Trips under 100 miles were counted only if they involved being out of town one or more nights; all travel of more than 100 miles was counted.

Appendix D. Census Reporting Form

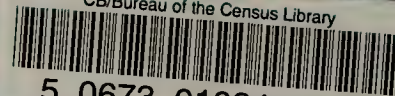
Budget Bureau No. 41-R2307.1; Approval Expires June 30, 1968

[illegible]

SECTION II Record one trip in each column.														
Question	Trip 1		Trip 2		Trip 3		Trip 4		Trip 5		Trip 6			
	City	State or country	City	State or country	City	State or country	City	State or country	City	State or country	City	State or country		
1. Where did you go? (If more than one place enter the first place visited)	1-1	1-2	2-1	2-2	3-1	3-2	4-1	4-2	5-1	5-2	6-1	6-2		
2. What month did the trip end?	1-3	1-4	2-3	2-4	3-3	3-4	4-3	4-4	5-3	5-4	6-3	6-4		
3. What was the main means of transportation used? (Do not include local transportation) CHECK ONE BOX ONLY	1-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 1 <input type="checkbox"/> Auto 2 <input type="checkbox"/> Bus 3 <input type="checkbox"/> Train 4 <input type="checkbox"/> Commercial airline 5 <input type="checkbox"/> Ship or boat 6 <input type="checkbox"/> Other (Describe)		2-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 1 <input type="checkbox"/> Auto 2 <input type="checkbox"/> Bus 3 <input type="checkbox"/> Train 4 <input type="checkbox"/> Commercial airline 5 <input type="checkbox"/> Ship or boat 6 <input type="checkbox"/> Other (Describe)		3-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 1 <input type="checkbox"/> Auto 2 <input type="checkbox"/> Bus 3 <input type="checkbox"/> Train 4 <input type="checkbox"/> Commercial airline 5 <input type="checkbox"/> Ship or boat 6 <input type="checkbox"/> Other (Describe)		4-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 1 <input type="checkbox"/> Auto 2 <input type="checkbox"/> Bus 3 <input type="checkbox"/> Train 4 <input type="checkbox"/> Commercial airline 5 <input type="checkbox"/> Ship or boat 6 <input type="checkbox"/> Other (Describe)		5-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 1 <input type="checkbox"/> Auto 2 <input type="checkbox"/> Bus 3 <input type="checkbox"/> Train 4 <input type="checkbox"/> Commercial airline 5 <input type="checkbox"/> Ship or boat 6 <input type="checkbox"/> Other (Describe)		6-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No 1 <input type="checkbox"/> Auto 2 <input type="checkbox"/> Bus 3 <input type="checkbox"/> Train 4 <input type="checkbox"/> Commercial airline 5 <input type="checkbox"/> Ship or boat 6 <input type="checkbox"/> Other (Describe)		6-6 1 <input type="checkbox"/> Visit relatives or friends 2 <input type="checkbox"/> Business 3 <input type="checkbox"/> Convention 4 <input type="checkbox"/> Outdoor recreation (Hunting, fishing, etc.) 5 <input type="checkbox"/> Entertainment (e.g. theater, spectator sports, etc.) 6 <input type="checkbox"/> Sightseeing 7 <input type="checkbox"/> Personal or family affairs 8 <input type="checkbox"/> Other (Describe)	
4. Was this a vacation trip?	1-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		2-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		3-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		4-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		5-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No		6-5 1 <input type="checkbox"/> Yes 2 <input type="checkbox"/> No			
5. What was the main reason for the trip? CHECK ONE BOX ONLY	1-6 1 <input type="checkbox"/> Visit relatives or friends 2 <input type="checkbox"/> Business 3 <input type="checkbox"/> Convention 4 <input type="checkbox"/> Outdoor recreation (Hunting, fishing, etc.) 5 <input type="checkbox"/> Entertainment (e.g. theater, spectator sports, etc.) 6 <input type="checkbox"/> Sightseeing 7 <input type="checkbox"/> Personal or family affairs 8 <input type="checkbox"/> Other (Describe)		2-6 1 <input type="checkbox"/> Visit relatives or friends 2 <input type="checkbox"/> Business 3 <input type="checkbox"/> Convention 4 <input type="checkbox"/> Outdoor recreation (Hunting, fishing, etc.) 5 <input type="checkbox"/> Entertainment (e.g. theater, spectator sports, etc.) 6 <input type="checkbox"/> Sightseeing 7 <input type="checkbox"/> Personal or family affairs 8 <input type="checkbox"/> Other (Describe)		3-6 1 <input type="checkbox"/> Visit relatives or friends 2 <input type="checkbox"/> Business 3 <input type="checkbox"/> Convention 4 <input type="checkbox"/> Outdoor recreation (Hunting, fishing, etc.) 5 <input type="checkbox"/> Entertainment (e.g. theater, spectator sports, etc.) 6 <input type="checkbox"/> Sightseeing 7 <input type="checkbox"/> Personal or family affairs 8 <input type="checkbox"/> Other (Describe)		4-6 1 <input type="checkbox"/> Visit relatives or friends 2 <input type="checkbox"/> Business 3 <input type="checkbox"/> Convention 4 <input type="checkbox"/> Outdoor recreation (Hunting, fishing, etc.) 5 <input type="checkbox"/> Entertainment (e.g. theater, spectator sports, etc.) 6 <input type="checkbox"/> Sightseeing 7 <input type="checkbox"/> Personal or family affairs 8 <input type="checkbox"/> Other (Describe)		5-6 1 <input type="checkbox"/> Visit relatives or friends 2 <input type="checkbox"/> Business 3 <input type="checkbox"/> Convention 4 <input type="checkbox"/> Outdoor recreation (Hunting, fishing, etc.) 5 <input type="checkbox"/> Entertainment (e.g. theater, spectator sports, etc.) 6 <input type="checkbox"/> Sightseeing 7 <input type="checkbox"/> Personal or family affairs 8 <input type="checkbox"/> Other (Describe)		6-6 1 <input type="checkbox"/> Visit relatives or friends 2 <input type="checkbox"/> Business 3 <input type="checkbox"/> Convention 4 <input type="checkbox"/> Outdoor recreation (Hunting, fishing, etc.) 5 <input type="checkbox"/> Entertainment (e.g. theater, spectator sports, etc.) 6 <input type="checkbox"/> Sightseeing 7 <input type="checkbox"/> Personal or family affairs 8 <input type="checkbox"/> Other (Describe)			
6. Who went? (List names of persons in the household who went on the trip.)	1-7		2-7		3-7		4-7		5-7		6-7			
7. How many nights were spent away from home?	1-8 Total number of nights →		2-8 Total number of nights →		3-8 Total number of nights →		4-8 Total number of nights →		5-8 Total number of nights →		6-8 Total number of nights →			
8. What overnight lodgings were used and how many nights were spent in each? (The total nights should be the same as the number entered in question 7.)	1-10 1 <input type="checkbox"/> Commercial (Hotel, etc.) 2 <input type="checkbox"/> Friends or relatives 3 <input type="checkbox"/> On a train, bus, in a car, etc. 4 <input type="checkbox"/> Own cabin, boat, trailer, etc. 5 <input type="checkbox"/> Other (Describe)		2-10 1 <input type="checkbox"/> Commercial (Hotel, etc.) 2 <input type="checkbox"/> Friends or relatives 3 <input type="checkbox"/> On a train, bus, in a car, etc. 4 <input type="checkbox"/> Own cabin, boat, trailer, etc. 5 <input type="checkbox"/> Other (Describe)		3-10 1 <input type="checkbox"/> Commercial (Hotel, etc.) 2 <input type="checkbox"/> Friends or relatives 3 <input type="checkbox"/> On a train, bus, in a car, etc. 4 <input type="checkbox"/> Own cabin, boat, trailer, etc. 5 <input type="checkbox"/> Other (Describe)		4-10 1 <input type="checkbox"/> Commercial (Hotel, etc.) 2 <input type="checkbox"/> Friends or relatives 3 <input type="checkbox"/> On a train, bus, in a car, etc. 4 <input type="checkbox"/> Own cabin, boat, trailer, etc. 5 <input type="checkbox"/> Other (Describe)		5-10 1 <input type="checkbox"/> Commercial (Hotel, etc.) 2 <input type="checkbox"/> Friends or relatives 3 <input type="checkbox"/> On a train, bus, in a car, etc. 4 <input type="checkbox"/> Own cabin, boat, trailer, etc. 5 <input type="checkbox"/> Other (Describe)		6-10 1 <input type="checkbox"/> Commercial (Hotel, etc.) 2 <input type="checkbox"/> Friends or relatives 3 <input type="checkbox"/> On a train, bus, in a car, etc. 4 <input type="checkbox"/> Own cabin, boat, trailer, etc. 5 <input type="checkbox"/> Other (Describe)			
9. In what States or countries did you stay overnight? (Enter in "Nights" column the number of nights spent in each State or country.)	1-12 Nights		2-12 Nights		3-12 Nights		4-12 Nights		5-12 Nights		6-12 Nights			



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